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JUNE 1966

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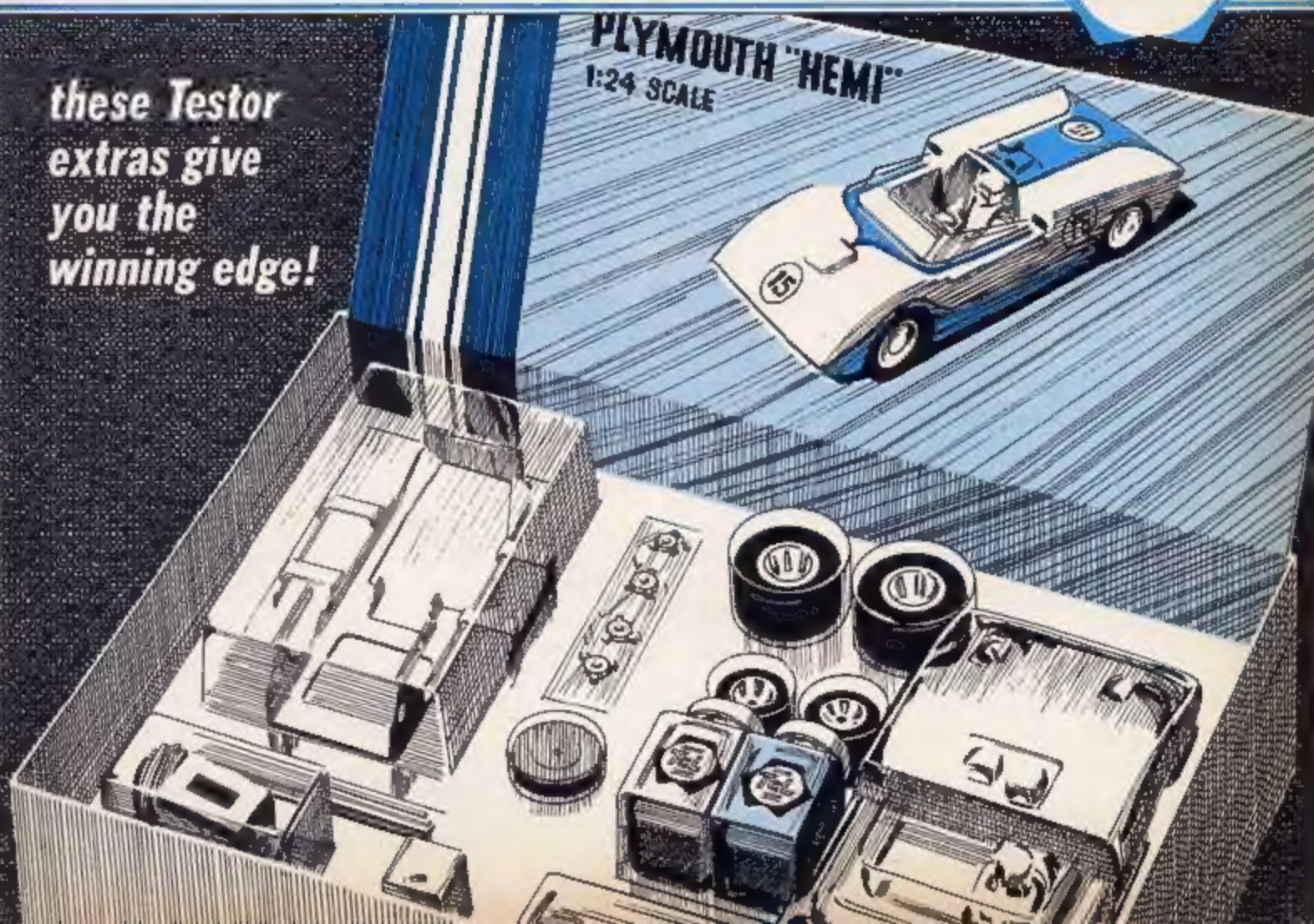
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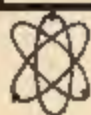


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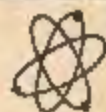
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model car *Science*

Volume 4, Number 6

June, 1966

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ON THE COVER—And to think that people once laughed at the Wright Brothers for trying to fly in an airplane! Bill Golden, alias "Maverick," has been flying his way around the drag world in a truck . . . which just proves you don't even need wings, if you're piloting the "Little Red Wagon," that is!



DYNAMIC NEWS

THE "WORD" FROM DYNAMIC MODELS

Vol. 2, No. 6

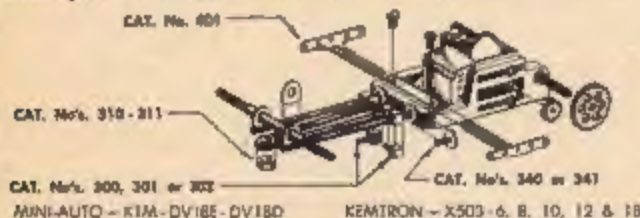
Van Nuys, California

June, 1966

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** MODEL MAIL ***

GO SOAK YOUR SPONGIE!

I have found that soaking "spongies" in a bucket of STP overnight increases traction 100%. It is much better than any of those goops, sprays, rub-ons, etc.

Anthony L'Abbate
Miami, Fla.

Thanks for the tip Tony. Speedy Gonzales soaks his in a bucket of taco juice!

HO FOREVER

How about a steady monthly column devoted to HO? We lovers of the "little scale" would appreciate more attention! Incidentally, what is the address of the new National HO Racing Association?

Louis Visconti
L.L. N.Y.

The HOCRI organization, which is the abbreviation for the new International HO governing body, officially called H.O. Competition Cars International, is located at P.O. Box 25156, Los Angeles 25, Calif. 90025. And we will consider the idea for a steady column, Lou, as the new HO Association certainly seems to be generating a great deal of interest!

WHAT CONTROLLER?

I've been reading your mag for two months, and it's great! Love that price tag too! Anyway, here's my problem. I bought a Cox Lotus "40" recently, and it runs swell, but what controller do I use with it? Should I get a 25 or 15 Ohm job?

Ron Dunkel
New Buffalo, Mich.

We recommend a 15 Ohm controller, Ron. Generally you can figure it this way — the hotter the motor, the lower the Ohm rating should be. Most of the big Mabuchi tincans, for instance, require a 15 or lower.

MODEL CONTEST

I have over 50 models, and would like to enter them in your contest. How do I go about it?

Barney Walters
Linden, Calif.

It's easy, Barney. Send a sharp black and white photo of your car (no color shots please) and a short description of what you have done to it, to The Editor, MODEL CAR SCIENCE, 171 Barrington Place, West Los Angeles 49, Calif. 90049. He'll eagle eye the photo, twist his head once to the left, lights will flash — and you may have a winner! The prize is a \$25 Savings Bond you know!

Continued on next page

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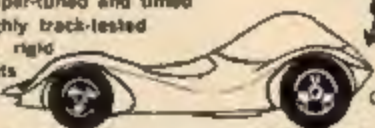
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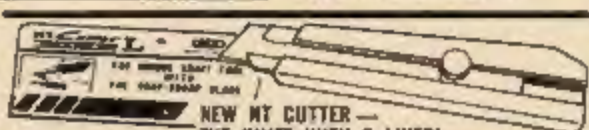
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WHAT'S WITH THE L.S.R.?

My club is interested in Russkit's Land Speed Record attempt. What's happening so far? Does Russkit pay the team's way out there?

Randy Jenkins
Clark, N.J.

The L.S.R. is still "scheduled," but nothing is definite yet. We'll keep you posted. It is to be a mail-in event, Randy, which simply means you will build a car, then mail it in to Russkit. A group of "professional" slot racers will actually drive your car for you. Don't send any cars to Russkit now, however. Wait for instructions, which will be posted in this magazine in plenty of time for you to get ready and build your car.

IS IT WORTH PATENTING?

I have developed a miniature transmission for all 1/24 and 1/32 cars. It works great, and is inexpensive too. It allows the car to start in low gear, and after it reaches a certain r.p.m. it switches to a higher gear. Should I try to patent this transmission? Or has someone already beat me to it?

John Seelo
Collingwood, Ont. Can.

Sounds like you've built a fascinating bit of machinery, John. However, I'm afraid you've been upstaged with this one. Our faithful Editorial Contributor, of "Lonesome George" Si-poss invented this gadget a long time ago. It was run in our mag in detail. Patenting costs quite a bundle of money anyway, and it still doesn't guarantee that someone won't "borrow" the idea, change it a bit, and build it. Why not just keep the idea to yourself, John, and blow off the opposition in Canada. Better yet, why not compare notes with George Si-poss? Maybe you two can put your heads together and make enough money to buy Texas!

WHAT'S AN AIR BRUSH?

One of your recent articles about painting mentioned the use of an "air brush". What is it? I've never heard of it before.

Lous Bjostad
APO N.Y., N.Y.

An air brush is simply a scaled-down spray gun, similar to one that a professional body man uses in a body shop. It has a container into which you can pour any kind of paint you want. This paint is then "sucked up" into the gun and sprayed, in a superfine mist, through a nozzle. An outside source of air powers the gun. The nozzle is adjustable, so you can spray the paint on in any pattern and thickness you want. It's a priceless tool for putting on great paint jobs. Check our advertisers for addresses, should you want to buy one.

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(Fastest Thumb in the West)

I'm going to start off with a "bang" by poking my pistola at the manufacturers, while I ask a few "pointy" questions!

Why are 99% of the available motors sold to the public with such vague descriptions as "6 volts, 9 volts", etc., or "red hot 35,000 r.p.m. terror!" This tells the poor guy nothing!

I try to never criticize unless I can come up with a suggestion for improvement. There should be a mandatory rule, to be followed by all reputable manufacturers, to list the r.p.m. and torque ratings taken during tests conducted with a 12 volt power pack (and not a battery) as the power source. I recommend the power pack, because this is what the majority of customers will use.

A lot of people are being fooled, the way things are set up now. A motor listed as being able to turn 50,000 r.p.m., may have been tested on an 18 volt power pack! When the motor is used on a home track with 12 volts, you can bet your bottom peso it won't turn anywhere near 50,000 r.p.m.!

Come on, Mr. Manufacturer, how about stating the r.p.m. and torque ratings in plain language on the package, and specify that it was taken at 12 volts!

There are several refinements needed in most model kits. One sore spot for most model builders is the mounting of the clear plastic headlight covers. Why not mould a long plastic "pin" to these clear covers, and provide a hole in the body so this pin could be inserted into the body and glued from behind? That way there would be no glue smears on the clear plastic, and it would stay put in an accident too.

Some manufacturers already provide this excellent feature. Atlas, for instance, uses the idea for all of their major bits and pieces, such as windshield, chrome parts, etc., and it works great! How about you others?

There is so much duplication on the market that it leaves you breathless! And so much of it is senseless! Why,

for instance, are two sizes needed in guide shoe shanks? Standardize 1/8" and drop the big one. A 1/8" shank will keep a truck on a track! Standardize axles too, at 1/8", and drop the wee-one. It's seldom used anyway, at least in the States.

At least standardize wiring and color coding! Ray Hoy is bristling with indignation right now at some of the manufacturers over wiring practices. I think we should follow the time-honored practice of wiring the track with the positive side of the power pack connected to the left track conductor, looking in the direction of travel. Also, the phone plug and phone jack connections should be as follows: Tip - Brake, red, Ring - Negative, black, Sleeve - Power, white.

The color coding has always been a bit flexible, but black, red, and white would be as good as any, and would agree with H.I.A.A. regulations.

There is a gradual move toward reducing the physical size of guide shoes, to which I say "Muy Buena!" Russkit has a dandy line of little units. With the move toward modern day G.P. cars, a large chunk of plastic up front just isn't too practical. Now if they can just eliminate those troublesome little screws, things will be perfect! Some manufacturers have done it, but others stick with the old fashioned method of trying to insert a short, tiny screw, through a piece of braided wire, and into a soft plastic shoe. It works, but barely. The eyeglass brigade doesn't appreciate them, you can bet!

I regret to say that some of the leading manufacturers on the West Coast are beginning to ignore 1/32 scale, in favor of 1/24th. This "head in the sand" approach is used because they study their sales in California, where 1/24 is most prominent, and draw their conclusions from that small survey. Bad news! 1/32 is still, and I am sure always will be, the accepted scale, world-wide. The home track will always be the backbone of the slot racing industry, and 1/32 is the only scale, other than H.O., that can be used because of space limitations. 1/24th has nowhere near the popularity in other countries that it does here in the States, although it is gaining popularity as more commercial tracks are built.

What slot racing needs now is real international events, not just in name only, as some of these so-called races are called. Next month I'll lay out old Speedy's plan for accomplishing this.

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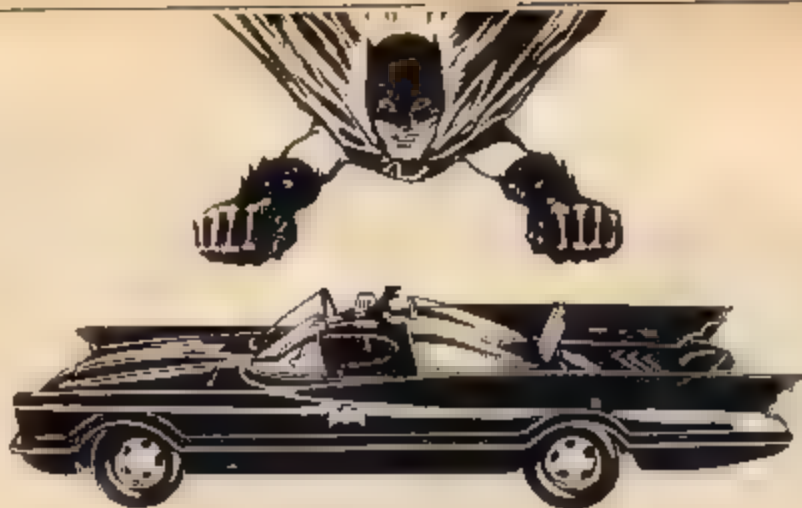
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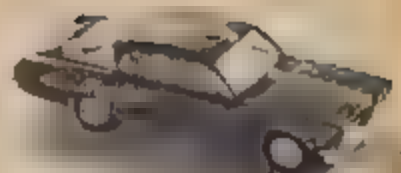
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HO and "Matchbox" fans, here's one very boss Ford GT that's only 2-5/8 inches long. Finished in white and blue, it retails for 55¢ and features visible plated rear engine, plated dual exhausts, upholstered red bucket seats, steering wheel and see-through windows. And like many "Matchbox" cars, it will convert to HO racing.

FORD 'J' CAR

FORD 'J' CAR

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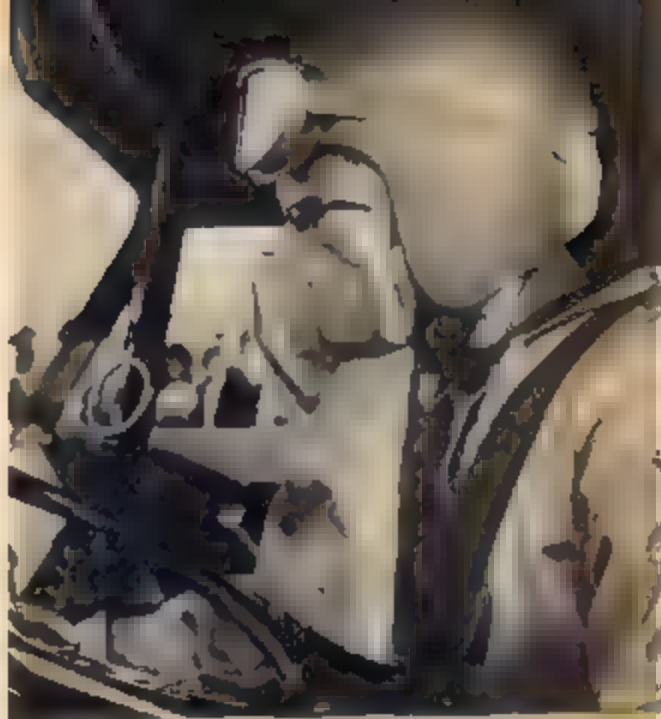
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DRAGGIN' WITH THE "WAGON"

The world's favorite "wheelie" machine makes the scene as a pulchritudinous scaled-down pickup for both shelf and slot track



Maverick's "traveling kit" includes the Little Red Wagon (natch!), the Big Red Wagon (in background), and enough spare equipment to keep the LRW in wheelie-popping shape.

And to think that they laughed at the Wright Brothers! Showing the folks that you don't really even need wings to fly, Bill "Maverick" Golden proceeds to lift 3200 pounds of Dodge machinery into the wild blue.



By DALLAS CAIN

What has four wheels and flies and isn't a garbage truck? As you struggle to figure that one out (the pictures here ought to give you a pretty big hint), try on this question for size. What 32-year-old ex-Marine sergeant has gained national fame for his ability to lift a 3,200-lb pickup off the ground, while sitting in the driver's seat?

"We don't know who he is behind that mask, but if we ever needed . . ."
Actually, this isn't Batman, as you'd probably thought. It's Maverick at the wheel of the LKW all decked out in his aluminized working clothes.

Well, the answer to the first question should, by this time, be just about this side of obvious. It's a '66 Dodge A-100 Compact pickup truck equipped with the 425-hp Hemi Charger engine, and sporting the mild mis-name "Little Red Wagon." As for the second question, the guy who makes the "Wagon" fly answers to the name Bill Golden . . . but if you call him "Maverick," he won't mind.

For those who might not have known, the "Little Red Wagon" happens to be the wildest crowd-pleaser to hit the dragstrips in the last couple of years. It's a professional "wheelie" maker. In fact, there are some who claim that it made the world's first "wheelie." The way it

happened was that a long time ago, Maverick was making practice runs in the "Wagon." On one, he let loose with such a sudden burst of power that the truck's front wheels reared up and for a moment everything left the ground. A new art form had been born! After that day, the "Wagon" became primarily a "Funny Truck," and started doing "wheelies" deliberately. Maverick has become so polished at flying the machine that he can now get all four wheels off the asphalt.

However, the "Wagon" isn't limited to wheelstands, when it comes to making friends. It can also move . . . and do it in a hurry. With a winning combination of 425 horses, aluminum cylinder heads,



It takes a big herd of horses to lift 3200 pounds of Dodge truck into an eight-foot wheelstand. The secret is the 426" Hemi-engine and a specially designed transmission system; both are beautifully copied in IMC's \$2.00 kit.

a fuel injection system, and Bill "Maverick" Golden at the Controls, the "Wagon" makes it down the quarter-mile in less than 11 seconds, at speeds up to 130 mph.

When Maverick converted his pickup to a professional "Wheelie" machine, a number of drastic changes had to be made. First of all, to compensate for the extra weight of the massive Hemi engine, 300 pounds of creature comforts and general accessories had to be trimmed off. Even the rubber door sealers were cut into one and two-inch lengths spaced about a foot apart to lessen weight.

To fit the big engine, a 33½-inch wide, 19-inch deep hole was cut in the rear of the cab, and in the floor of the truck bed. Location of the Hemi was moved 20 inches rearward of the original mounting, so that part of the engine sits in the bed. This brought the additional advantage of moving the weight balance to the rear for increased stability during the "Wheelies."

Maverick had tried both supercharged and injected engines. Presently, the "Wagon" is equipped with Hilborn Fuel Injection with eight injector tubes and is running on exotic fuel. Earlier tests with a "puffer" showed that too many "horses" can slow you down, if you can't get them to the ground . . . hence, fuel injection. To get the power to the business area, a direct drive system is used, with a universal joint and coupling connecting the transmission and rear axle.

The magic that Bill Golden has made work with his "Wagon" has brought him a considerable national following, and the "Wagon" a host of copycats. And then, too, the model makers have decided to get in on the action (which will be great news for the scale fans). Both Industro Motive Corp. (IMC) and DUBRO (of clear plastic body fame) have brought out their own versions of the pepped-up pickup.

The IMC offering is a 1/25th scale static model that features some really beautiful detail. There are, of course the



usual goodies, including: workable steering, opening doors, opening tailgate, a choice of two engines, extra parts to build a stock or push car version, and a flock of decals. No painting is required, as the color has been molded in. However even though there's no paint-pudding necessary, this kit is strictly for advanced builders only (that's what they say at IMC . . . but I wonder what they'd do to a beginner if he tried to get away with buying it).

The DUBRO copy of the "Wagon" comes as a clear plastic body, and naturally doesn't feature all of the detail

found on the static version. But the price is right (98¢), and when properly done up it makes for a pretty wild slot machine. Put on a drop pickup, with a big swing, and it'll do wheelstands that will shame the big "Little Red Wagon."

Bob McCalla, the "Tooler" man, really went bananas when he was invited to work up some running gear for the slot "Wagon" shown here. To power those "Wheelies", he went the Globe "Screamer" SS-91 (at \$14.95, this is one motor that has every right to be nothing but fast). The frame is a scratch brass-tube-McCalla-special, including the drop pickup.





You have to be an experienced modeler to really appreciate the detail on this kit - everything from the rear mounted Diest chute and battery to the reversed wheel covers mounted over the headlights.

For power, the Globe "Screamer" SS.91 is the slot racing equivalent of the 426" Hemi (at \$14.95, it'd better be) The frame can be had commercially, or scratched together, as shown here, from 1/16" brass tubing.

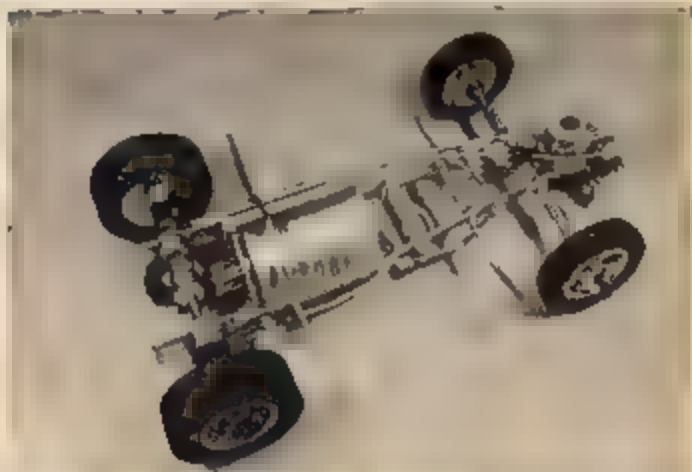


Obviously, the DUBRO clear plastic body of the "Wagon" can't match the detail on IMC's kit. But there's no doubt about what you're running, if you put some paint in the right places.

The full size LRF struts its stuff with the tailgate in the down position. Unfortunately this can't be done with the DL BRO version. So paint the bark bed to look like a tarp, and maybe nobody'll notice the difference.

with International ball bearings all a-round for a smooth ride. The crown gear is from Cox, while the real-looking Mag wheels are from Strombecker. It all makes for a going combination, the likes of which you can see on the cover.

Anyway you take it . . . sitting on a shelf, terrorizing a slot truck, or doing "Wheelies" on some full-size drag strip the "Little Red Wagon" is a real eyebrow-raising piece of machinery.





BUILDING THE BATMOBILE

*Gosh, Golly, and
Geewizaroooney! The three
month-long special MCS
Bat-project is finished!!
Here is the world's
first 1/25 scale
version of the
Barris-built hero-hauler.*

GOTHAM CITY, U.S.A. . . . "Leapin' Leotards!" All kinds of disbelievers have spent the last several weeks saying that the special MCS Bat-project would come to a bad end. But the Masked Modeler has triumphed once again! Here, for all the world to see is the only 1/25th scale version of the Barris-built hero-hauler in captivity. So, double-blah (!!) to all those of little faith who laughed. It took untold hours of unnerving effort, and an absolutely unbelievable amount of body putty, but at long last the Batmobile is complete!

As you may recall from the last episode (where we just about had it with the Dynamic Duo), we had finished puttying-in the rear end. It was generally agreed that the whole project looked rather bad — which is really pretty normal when you're working with putty. To support all that goo, we had fashioned the Bat-fins out of sheet plastic, using cardboard templates as a guide. Three

templates were cut for each side: one to run along the side of the car; another to overlap onto the rear deck, and a third to fill in the area from the passenger compartment to the rear deck. You will have to experiment with these templates, to get the right fit for the car you're using.

Having smoothed out the putty on the rear, it's time to move up front. A piece of plastic sheeting (available from Auto World) should be cut to fit from the front edge of the hood, down to the bottom of the front fenders. This will have to be heated and bent into shape, then glued into position. On top of this, build up several layers of putty to form the front, shaping it as it grows. While it is still wet, carve out the grille cavities. The eyes and nose are based on sheet plastic cut to fit and covered with putty. The headlights can be cut from balsa wood (two small triangles) or fashioned from the headrests found in

While just about everybody laughed, the Masked Modeler spent long weeks slapping on the putty and molding in the plastic to create the world's very first near perfect copy of the Batmobile. And here it is — the personification of sartorial splendor!

for the roll bar, it was made from a narrow piece of plastic, as were the dual "troubleshooters" (whatever their purpose, they're the fin-like objects on the roll bar). The flasher unit on the bar was made from a spare distributor cap, trimmed with red paint. The bubble

windshields were lifted from the Monogram Futurista kit, and cut to fit.

Just front of the roll bar on the hood of the full-size Bat-car, there's some kind of radar antenna. Fashioning this goodie was really rough. Finally, we had to settle for a Lincoln Continental hood ornament, which serves the purpose. On the rear deck, the rocket launcher tubes were cut from a piece of 3/32 aluminum tubing, and glued in place.

The rear antenna can be had from most any kit, in our case we used that from Jo-Han's '65 Cad. The Bat-chules

BY BOB KOVACS

AMT's '65 Vette. Cement them in place within the Bat-eye cavities.

The interior is rather difficult to match, if you haven't got one from Monogram's Predicta kit (the junk box at Kustom's By Kovacs workshop is stocked with all kinds of goodies, including Predicta leftovers). However, the contour bucket seats can be carved from balsa. The fire extinguisher and assorted levers were lifted from the '65 Vette. As

Having covered the sheet plastic Bat-fins with putty last month, it's time to tackle the front end (ugh!). Cut a piece of plastic the width of the hood, bending it to reach from the edge of the hood to the bottom of the fenders. Several thin layers of putty are used to build up the front. While it is wet, carve out the grille cavity. The nose is made from a thin piece of plastic, covered with putty. Smooth out with your fingers.



The rear Bat-fins and turbine exhaust are covered with putty and worked smooth. Three cardboard templates were cut for each side, and were used to fashion the plastic fins.

were carved from balsa, and a drum from AMT's '27 Ford was mounted in the turbine exhaust to add a little class. Around it was cemented a length of Dubro wire mesh (it was also used in the grille and Bat-eye cavities). Having added the last of the odds and ends, the final problem is the finish (which, of course, actually goes on before the last goodies).

The putty should be sanded smooth with No. 400 wet or dry sandpaper. After the contours have been evened out, lay on a base of Dupont Lucite. When this is dry, cover with a can of Dupont stock black lacquer. Then rub out to a high luster with some quality car wax, and add a trim of fluorescent red Mico-Tape (or other available stripping tape). And that, after three months of dedicated labor, is all there is to it. Have a go at it, and you too can have your very own Batmobile . . . if you really want one!

Dubro wire mesh, available at most hobby shops, was cut to fit and used for the grille metal. The headlights were fashioned from '65 Fette (AMT) custom headrests; they can also be cut from balsa wood, in a triangle, and set into the eye cavities.



Monogram's Predicor kit provided the interior. While it had to be sectioned about 1/4 inch to fit, it makes for a near perfect copy of the real thing. The extinguisher was lifted from spare parts.



The lip that runs the length of the car on both sides was built up with putty. Here it has been sanded smooth, primed and painted, and trimmed with Micro-Tape.



The rocket launchers were cut from 3/32 aluminum tubing; the antenna came from the spare parts box, as did the drag chutes; Dubro wire mesh was placed in the exhaust, around a chrome drum from AMT's '27 Ford.

Now to be fair, guys, you gotta admit that it looks an awful lot like the real hero-hauler. For a finish, it used a base of Dupont Lucite, covered with a can of their stock black lacquer, rubbed out with car wax. The side bat-goodie was hand done.





MEET THE MIDGET-MIDGET

If you're a Concours-Conscious Hot Thumb,
here's the latest offering in the growing
lineup of realistic racers.

BY BOB McALLA

If Midget Racing is big news on the full-scale scene, then Midget-Midget Racing should really be something in the Slot World. Thus reason the Wizards of Morton Grove. And judging by their past record of winning guesses, odds are that they're right. Consequently, the new Monogram 1/24th scale Midget Racer looks like it's bound to win a flock of faithful fans.

Based on a full-size Midget Racer designed by Frank Kurtis, the latest Monogram offering packs a heap of go-power beneath its chunky shell. For a motor, it uses the new Tiger Super X-88, which boasts 40,000 rpm on 12 volts D.C. The adjustable brass frame is designed, of course, for a low center of gravity. The result: smooth, predictable handling in the turns — and that's just the kind of racing a Midget likes best.

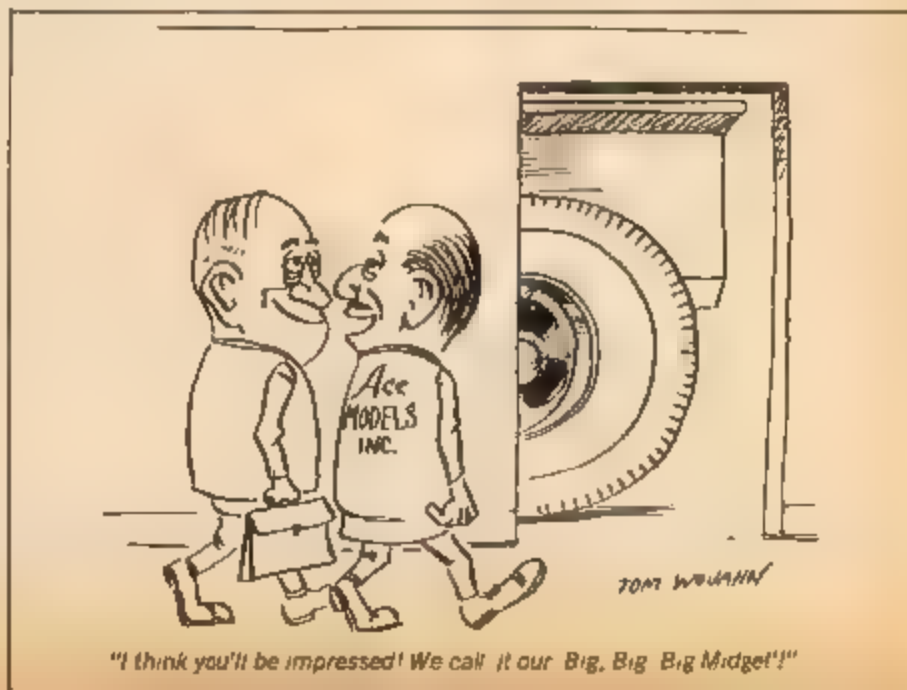
Among the other features you get for your money, there are: steel axles with chrome-plated brass tube spacers; a specially-designed miniature nylon guide shoe; a formed brass swing pickup mounted to the front frame; and enough body detail to please the most concours-conscious builder. Even just the realistically detailed driver is enough to turn you on.

Presuming that you're just about overcome with an uncontrollable urge to have your very own Midget, here are a

few assembly pointers you might try. If you should decide to paint your car (it comes molded in red), it's advisable to trim away the upper portion of the lower cross member on the roll bar. As the body goes together, the roll bar has to be slipped over the rear section of the car, before the rear belly pan is attached. You will notice that the top portion of the bar will scrape the body as it slips into position. However, by trimming the top of the brace, you'll

have enough room to slide the bar over without scratching the paint (in this case Lemon Lime).

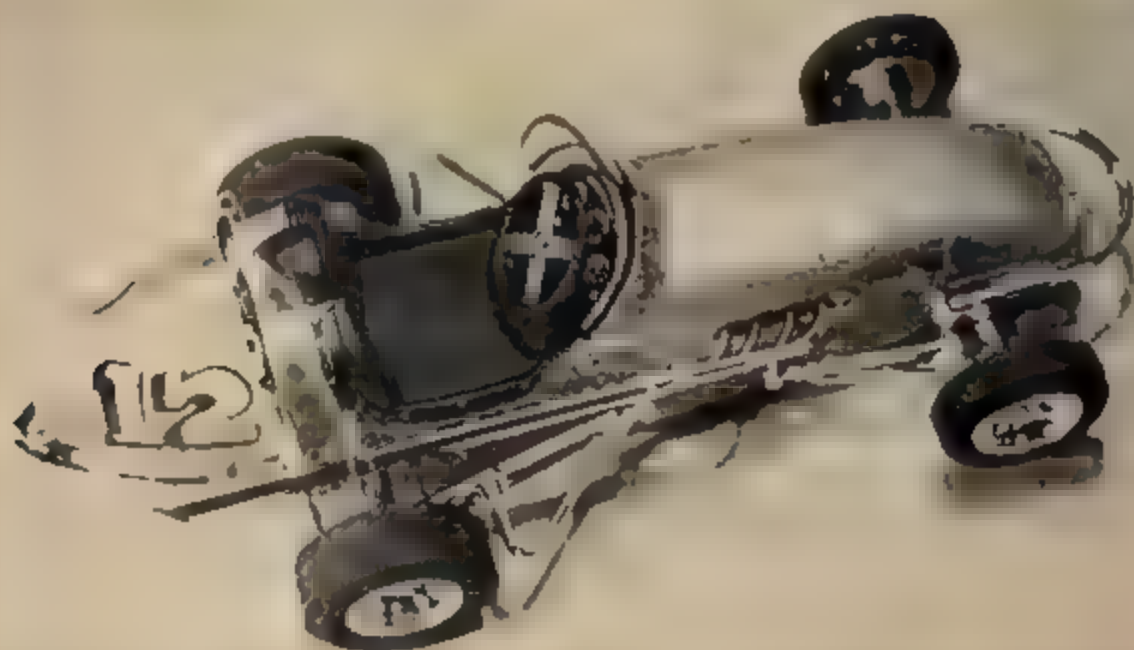
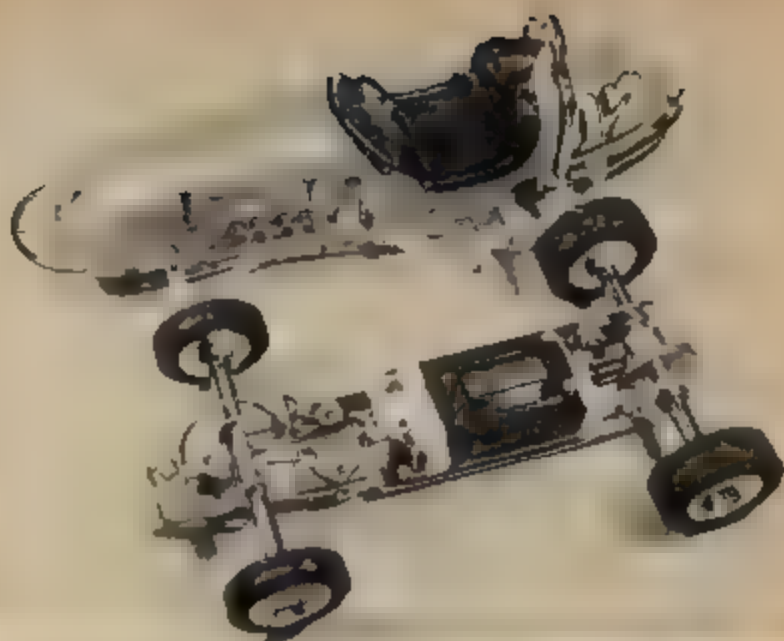
There is a rather large assortment of chrome goodies with this kit and the completed package is a real good-looker. Which all means that it's a smart idea to avoid the professional nerfers when you hit the track. However, if you're racing with friends and good-guys, this Midget Midget makes for a lot of action and just as much fun.



Like to go round-in-circles when you race?
Here's just the right little goer. Monogram's
new 1/24th scale Midget Racer. A near
perfect copy of a 1/1 scale machine designed
by Frank Kurtis, it eats up the turns.

To make it really peak out, the Monogram
Midget is powered by the new Tiger Super
X-88 motor, which features special armature
windings that produce 40,000 r.p.m.
on 12 volts D.C.

The body detail alone is enough to attract
attention when the Midget takes to the action.
But watch out for the nasty nerfers who get
their jollies out of cracking up your chrome.



If you're tired of driver figures that look more like lumps on
black cardboard, you'll be mighty pleased with what
Monogram's done with their Midget driver. The detail is pure
art, right down to the wrinkles in his leather gloves.

The Midget comes with a finish of
racin' red already molded in. However,
we took up brush and paint bottle and
recovered it with Lemon Lime.



PROJECT PICKUP



In case you came in late, this is the little jewel that we're working on — the Revell '29 Ford pickup, kit number H-1272.

Here's your chance to try your stuff at the fine art of customizing — the painless way. Just send us the idea — we'll do the work.

BY GARY MILTON

Now we're getting somewhere! The reader response to our lil' truck has been tremendous so far! (Honest!) Remember gang, this is *your* project! Write us and tell us what you want done to the "Lil' Dude."

Bob Gordon of Ogden, Utah asked us to chop the top (would you believe it!), and a letter from Harry Campbell, of Norfolk, Virginia gave us the go ahead to bob the fenders. We had originally intended to show you how to tin the windshield this month, but space doesn't permit. Look for it soon.

So far we haven't glued anything together permanently. If *you* have, however, it won't interfere with progress in any way.

Always chop a top at a spot where it



After you determine how much material you want to remove from the top, make the cuts. We cut the doors separately, but you don't have to.

After the cuts are trued slightly on a sandpaper block, glue the two halves back together.

is easiest to match the two halves that you will have left after making the cut. In this particular case it's a snap, since the door posts are straight up and down.

Draw a line all the way around the top, using a ruler and pencil. Do this with the doors in place. Decide how much you want to take out of the top (let your conscience be your guide!) then draw another line right above that. The area between the two lines will be removed.

Use a razor or coping saw and cut along the lines, using slow, even cuts. You can cut the doors while they're mounted in place, or out of the truck, it makes no difference.

Even up the cuts slightly by rubbing both surfaces over a block of sandpaper.

You can follow the photographic sequence from here on. Work carefully, and take your time. Next month we start to get wild.

Let's have those letters gang! We're waiting right here by the old faithful pickup, cutting torch and body putty in hand!

These doors have been cut, sanded, and rejoined with glue. The joint can now be filled with body putty, sanded, and primed.

This is the way Lil' Dude looked before we started the chop job. That high top looks old fashioned compared to . . .

This nifty little "shorty". This joint too can be puttied, sanded, and primed. Carefully now, you hear?





The fenders are easy to bob. Draw a line on each fender so it looks very close to the shape you see here.

Carefully saw along the line. The saw blade should be on the waste side of the line. The finish shaping is done with . . . believe it or not, an emery board! Buy in any dime store, for pennies. They make great files for body work!
Next month — madness!



Portfolio of Champions: **PORSCHE 904**

This month's madness should tweak the heart strings of the most fanatically loyal group of enthusiasts in the world—the Porsche crowd.

It's time for a Porsche orgy! Down with the Ferraris and Ford GT's! There's only *one* true Gran Turismo machine in the world — the Porsche 904! Don't befuddle me with facts and figures about the number of wins that those other marques have racked up, I'm not interested. I dig Porsches! (Porschi?)

My first contact with a Porsche still sets my thumper thinking! The salesman received a curl, haughty answer from yours truly, when he asked if I had ever driven a Porsche. I gave him my best

By RAY HOY

Von Ryan cold stare and assured him I had, even though I hadn't. A few minutes later the salesman sat petrified in the right bucket seat of the Speedster as I rifled the little silver screamer through the twisty mountain roads overlooking Boulder Dam, outside of Las Vegas, Nevada. I'll never forget it.

So don't tell me about Ferraris! They just got around to putting the engine in the back a few years ago!

The photos of our gaggle of Porsche 904's were taken by ol' "Philosophical Phil Willen" the fearless photographer, at

Riverside. The miniature Stuttgart Snarler is mine. Hands off!

It's easy to duplicate this month's car, in our young but great "How To Detail The Pros" series. The monogram Porsche 904 is completely faithful in every detail. If you want to copy a particular car that you see in these Riverside photos, merely find a decal sheet, such as Russkit's or Auto Hobbies', and apply the appropriate decals and stripes.

Put on your best Teutonic stare, carefully pull on those super-thin Kangaroo driving gloves, lower your Bullfarrri Protector 34's, and snick that lever into first gear. There'll be a rip-roaring time in the basement tonight.

Photos by RAY HOY & PHIL WILLEN





Monogram's Porsche 904 is ideal to use to build a faithful replica of one of the Riverside cars. Begin by sanding away all parting lines.



PORSCHE 904

By PHIL WILLEN

The first car to bear the name of Porsche was built in 1947. In 1949, the first production model, a coupe, was offered. It had a forty horsepower, warmed up, VW engine. Handling was great for its time, if driven by an experienced Porsche driver. If you weren't acquainted with its peculiar characteristics, and drove with vigah, you could find yourself in some awfully embarrassing positions.

The fifties saw the advent of the first production Porsche built for racing. The 550 spyder made changes in the traditional Porsche-VW suspension, added a super light aluminum body, and pulled 110 horse power from 1498 cc (around 96 cubic inches). You could buy an all out racing machine ready to go, for about \$8000.00. Cheap enough. The spyder became the terror of the under 2 litre class, and brought a lot of big machinery to its collective knees.

Now, finally, we're up to the 904. In case you're wondering where the 904 comes from, the Porsche company today is involved in many projects. Some of these are automotive, but many are not. These projects are numbered in sequence as they come along, and our topic for today is simply the nine hundred and fourth project on the list.

The 904 is designed for the grand touring class, rather than sports car category. Let us not kid ourselves though, a bomb like this is an out and out racing machine, having just the bare essentials for G.T. class. It is not a car designed for the freeway Fangio. An engine that gets around 200 H.P. from 120 cubic inches (1988 cc), does not far good traffic driving make.

The mighty mouse mill is an opposed, air aluminum four, in the usual Porsche pattern. That is, two cylinders on each side, lying on their sides. Each pair has two overhead cams, four in all. Cooling is by air, saving the weight of water jacketing, radiator, and water.

With their spyder design, the Stuttgart sensations broke with the torsion bar tradition, by going to coil springs, mounted on A arms. The 904 carries on with this idea. The fact that it owns the under 2 litre class in G.T. attests to the quality and precision of their design. In fact, there always seem to be several 904's finishing among the top ten of all major races, ahead of most of the big behemoths. So quick and reliable are these cars, that the S.C.C.A. races them in "A" production, with machines like Corvette, and the 427 Cobra among others; and quite often it wins. Remember, only 120 cubic inches out there doing battle with 427 C.I. So, did little David go forth to do battle with Goliath.

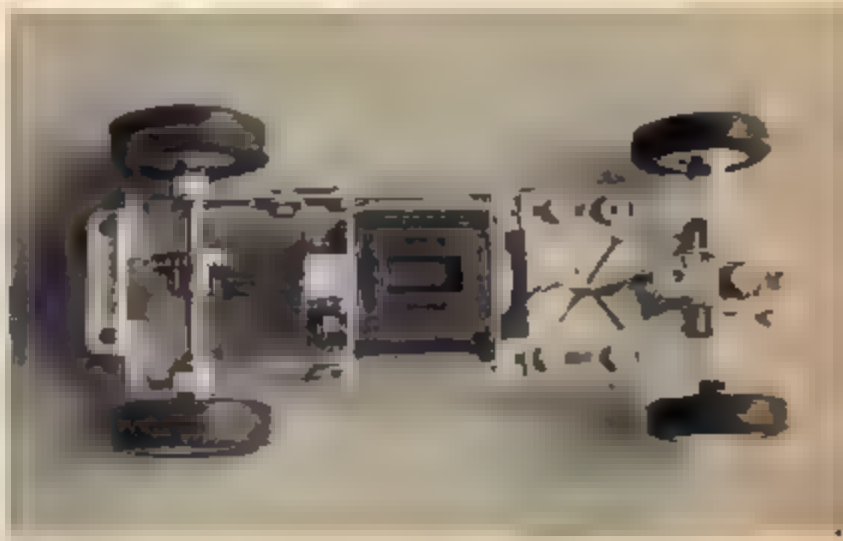


Unusual stripes, etc., came from a Ruskit decal sheet. Study photos from big car mags, like this one, to help your detailing.





After the body is painted, add three stripes over the entire top of the car so it will look like the real car number 34.



Our 1/24 scale Porsche's power plant may not look like its big brother's, but it gives nothing away in the performance department.



A Porsche in full flight is a thing of beauty. The real 904 is a very forgiving car even when driven to the limit. So is the model!

The model is so nearly identical to the big Porsches that there is actually little to do but race and enjoy it.



COME HOME LIL' HOT THUMB

CAUSE HERE'S WHERE
THE ACTION IS!



FINAL INSTALLMENT ON BUILDING THE ALL-SCALE SUPER HOME CIRCUIT

BY RAYMOND E. HOY

If you've followed our track building series faithfully, you should be racing on your track by this time. For the benefit of you late-comers, the last few issues have involved building the table, routing the track and laying braid, and wiring the finished layout. The track uses three tables, each 8 x 4', and they were built as if they were three separate units, then bolted together. The obvious advantage of this "modular" form of construction is mobility. If you ever have to move it, simply pull the bolts and pick the tables up and go!

Up until now our track is just slots cut in tables. Oh sure, the cars run, and you can race, but there's no atmosphere. The track needs scenery!

Fortunately, scenery is now as easy to build as anything you can imagine. If you can tear the top off a paper sack you can build great scenery!

Pick up the items shown in the bill of materials. Begin actual construction by screwing the corner blocks in place, as shown in the photos.

Wherever you want hills to be situated, nail wood blocks of varying height in place, as shown. Don't make them too high — they'll look out of scale. The highest hill should be about 1' off the table. Install the wire screen as shown.

The PermaScene is put on with your

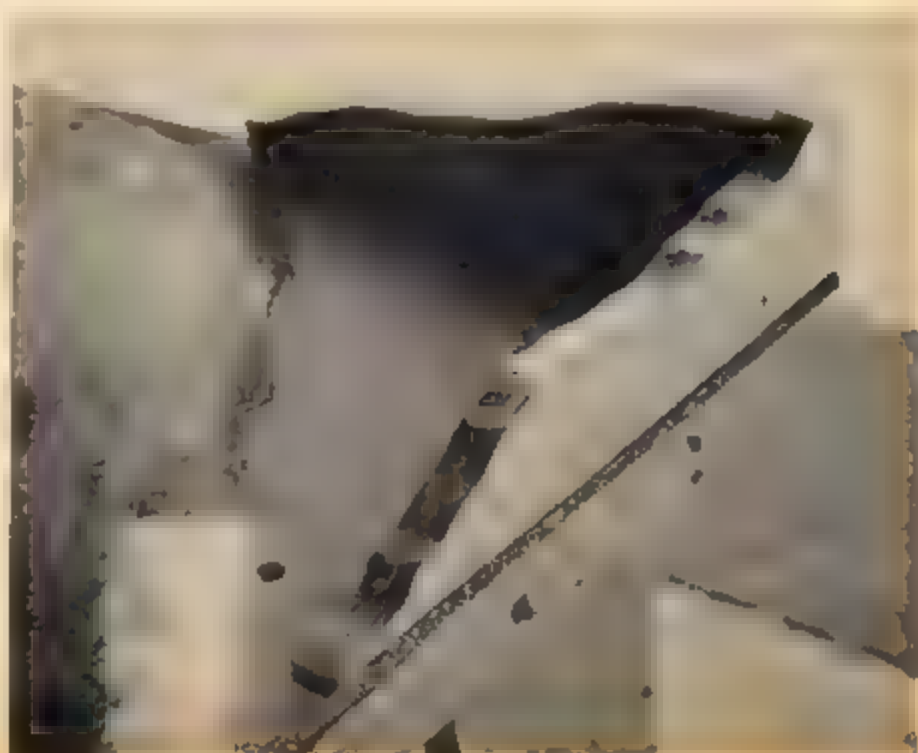
hands. It is very clean material to work with, and washes right off when you are done. Don't mix it too thin, but rather like heavy pancake batter. It will dry to a semi-resistant state and will not crack like plaster.

Obtain some dry sand and sift the gravel and weeds out. After the PermaScene is applied, sprinkle sand at random over the entire "mountain range." If you want low rolling sand dunes in

places, go heavier at that location with the sand.

The final step is the application of grass. The people who make PermaScene also make excellent grass. Sprinkle it at random over the sand. The hills will take on a very realistic "mottled" effect. Here again, if you want patches of thicker grass in the "valleys," sprinkle grass heavier at those spots.

It is a good idea to drive into the



Cut 1x4's to the general design shown here, and nail together and to the table, to form corner blocks.



Where you want hills to appear, nail upright blocks of varying height to the table. Nail the window screen over these blocks.



Push the screen down to the edge of the table or track. Form crevices with your fingers. Cut the screen to fit the road shoulder.

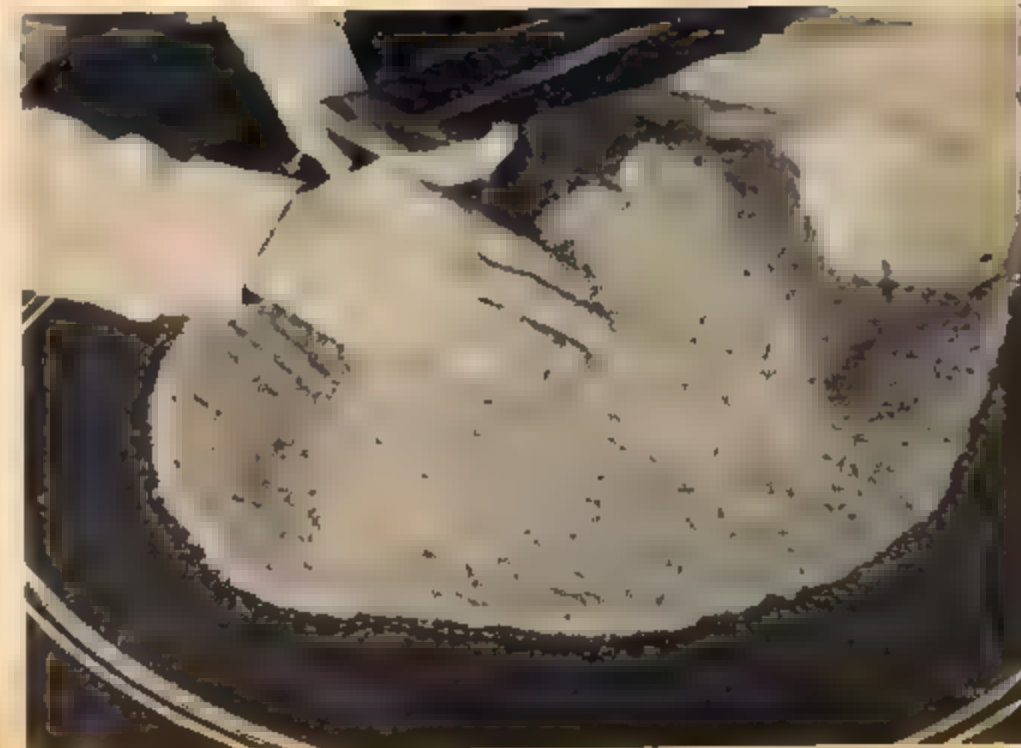
After the screen is in place, mix a batch of Perma Scene according to the instructions on the sack. Apply it with your hands.

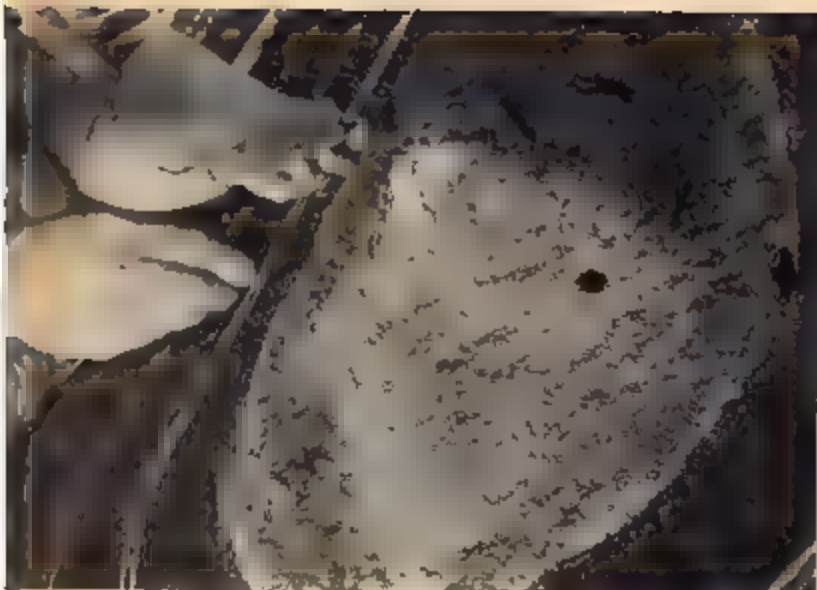
country and observe the kind of terrain that you want to duplicate on your track. Make notes as to where grass or sand should be placed in heavier doses.

Trees can be added at your leisure. Many companies make good ones. The same goes for trackside buildings. If you intend to race 1/32 cars exclusively, use 1/32 scale buildings. Obviously the same holds true for 1/24. Both scales can be raced on our circuit.

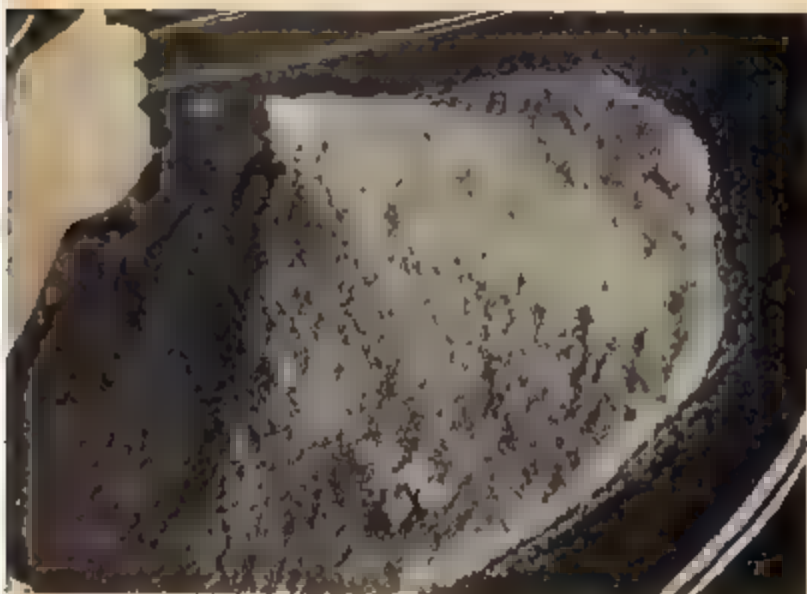
You'll see a lot of this track in the future. We'll add lakes to it, and a pit area, foot-bridges, ambulances -- the whole ball of wax!

The whole scenery building project shouldn't take over two days. Have fun!

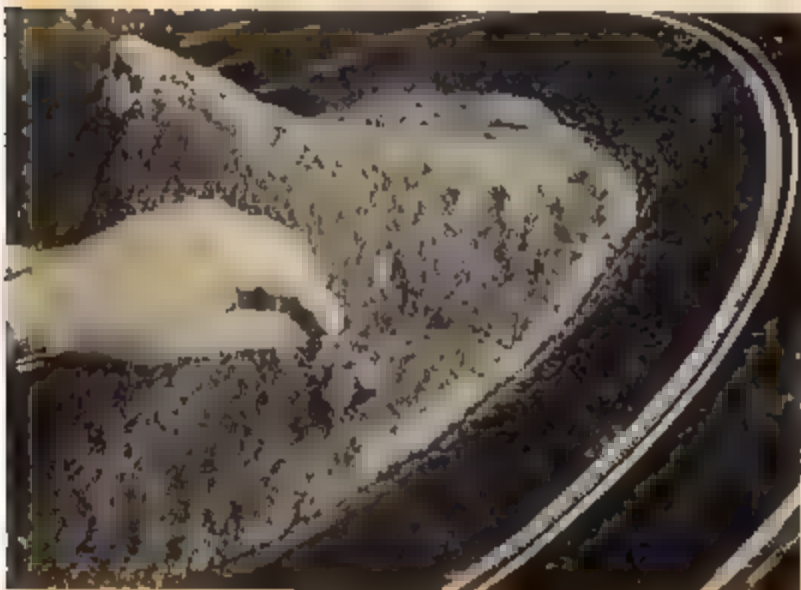




When the Perma Scene is on, sprinkle grass over it. Apply it like you were using a salt shaker.



Clean sand sprinkled here and there really adds realism! Apply sand heavier in places for that "sand dunes" look.



SCENERY BILL OF MATERIALS

*Window screen. (Ask for scraps) \$ 1.00
Approx. 40 square feet needed

5 king-size sacks of PermaScene @ \$2.00 10.00
27 oz. sacks. Part number PSK

Tru-Scale grass. Part number 0410. 1.00
4 bags for \$1.00

Tru-Scale pine trees. 3.00
Part number 0031.

18 trees needed @ 6 for \$1.00
Sand. Obtain locally. Sift all foreign matter out before applying. .00

Rocks. Obtain locally. Search for rocks with a rough, "textured" look. .00

Total (Approx.) \$15.00

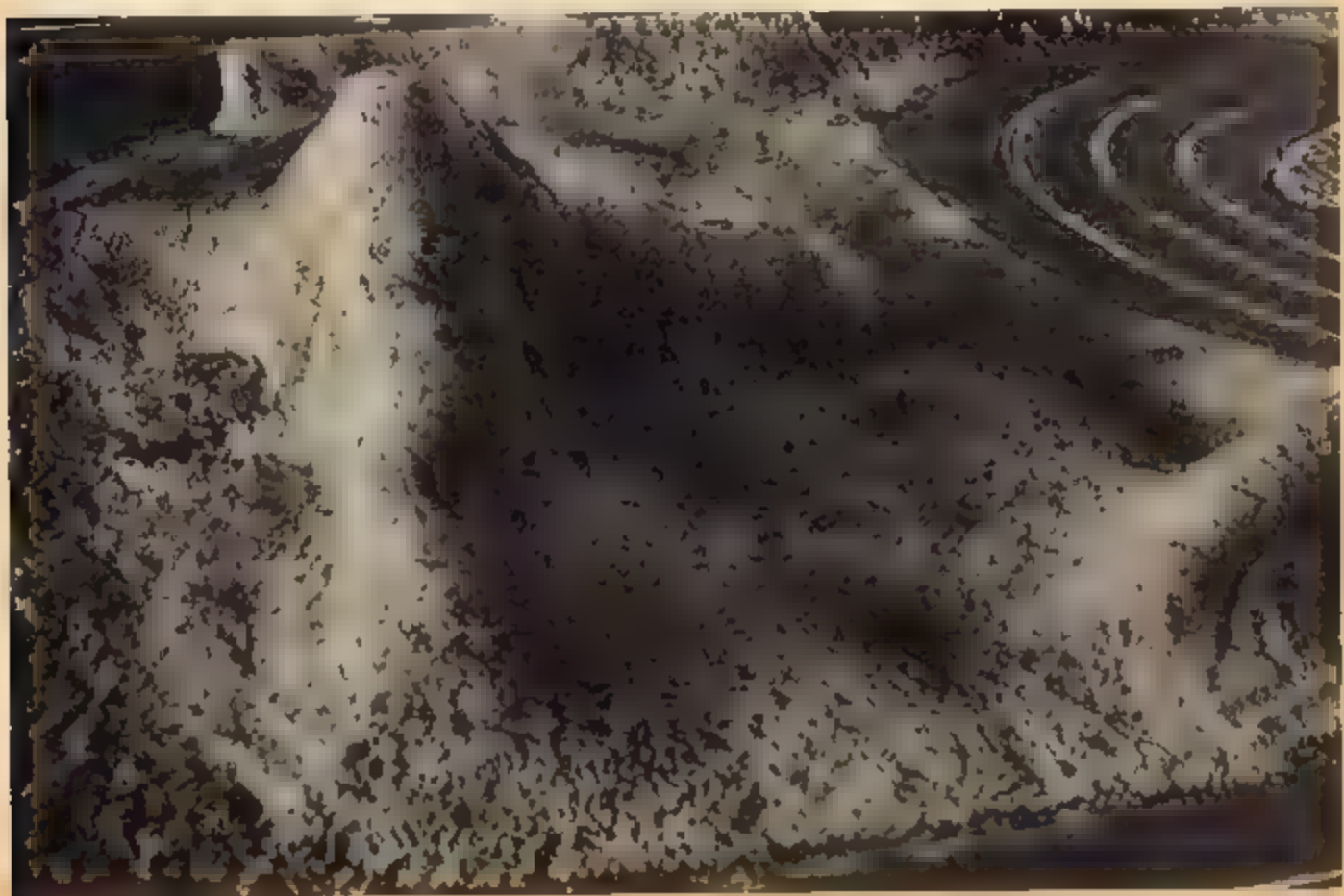
**NOTE: It is much cheaper, and works just as well, to use scraps of window screening, instead of buying one large piece. You can patch the screening as much as need be, since it will not show after the PermaScene is in place.*



A few trees placed here and there add the finishing touches. Mold Perma Scene right around those real rocks. Looks natural!



It's a lot more fun racing on a landscaped track. There'll be more of this in the future, so stick around for the fun!



Detail From a Bottle

By STEVE ATWELL

Most of the car kits that are available today really have some interesting and true-to-scale detail, which, if properly brought out in the finished car, would make for extra realism and all around good looks.

To start with, take a good look at the chassis of your model masterpiece. You might say, "Why detail a chassis — no one ever looks at the underneath of a car!" That's where you're wrong: a dull and plain looking chassis can easily ruin the appearance of the rest of the car, and your chances in a contest.

The first step in properly detailing a chassis is to paint the entire frame one color — either a flat black, flat red, or maybe hot rod primer, since the chassis of automobiles are a dark or "primer" color. For a brush, use a No. 6. After completing this step you are ready to begin the real detailing.

One of the most essential parts on the model car is the exhaust system. Using a relatively small camel hair brush, (No.

PAINTING POINTERS THAT MASTER MODELERS CAN'T AFFORD TO OVERLOOK

4 or No. 2), and either gray or silver-bottle paint, begin painting the tailpipes starting from their connection to the manifold, back, including the mufflers, to the exhausts at the rear of the chassis. To coincide with the tailpipes, the front and rear axles can also be painted for added clarity. Two final points on the

Should a good model builder sweat over chassis detail? You'd better believe it! A dull and plain looking chassis can ruin your car's appearance. So, if you aim to win a contest, start painting.

chassis, which you might be interested in detailing, are the various pin bolts scattered over the frame, and the tops of the cross members which make up the frame itself. You can use the brush for the cross members, but for the small bolts, you will have to use the tip of an X-Acto Knife, a toothpick, or any other similar pointed object. Dip the point into the cap of the paint bottle, so as not to get too much paint on the end. To contrast the silver axles and tailpipes you might use gold for these bolts, instead of the silver.

In the wheel line about the only things that can be detailed are the "lug nuts." Again, using silver, (for plain wheels) or flat black (for chrome ones), you will have to work with a pointed toothpick or knife. The lettering on the tires can be carefully hand painted with a No. 00 brush and white paint.

Under the hood a simple looking power plant can take on new authenticity with the addition of some paint and thread. The engine block, oil pan, and heads should all be painted a different color for clarity. An example would be





Wheel and tire detailing are also often overlooked by some modelers. A pointed toothpick can be used to paint "lug nuts" on a wheel; while a No. 00 brush, with white paint, can add realistic lettering to a tire.



An otherwise simple looking mill can take on new authenticity with the addition of paint and thread. The engine block, oil pan, and heads should each be painted a different color for clarity.

a flat black block, silver oil pan; and flat red cylinder heads. Since real engines have sparkplug wires, you can duplicate these on the model engine by using thread or thin copper wire. Begin the wiring from the farthest outlet on the heads, back to the distributor until all four wires on each side are connected.

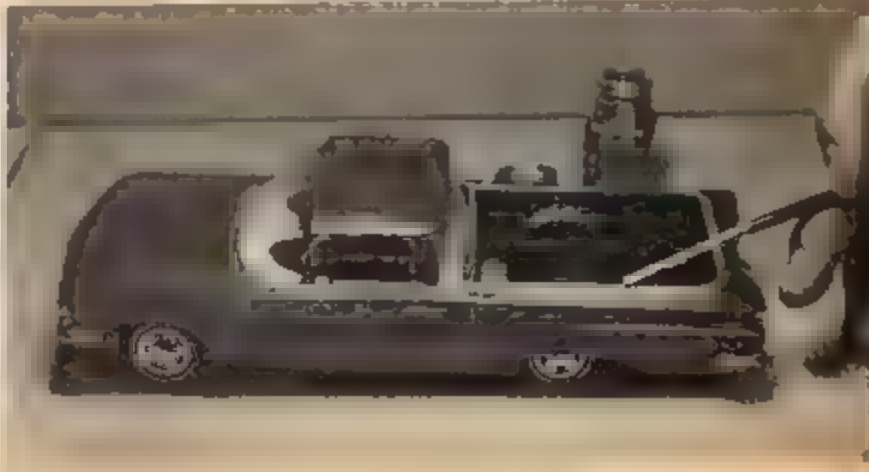
In the interior of your car you can add a touch of realism by painting the

various control knobs on the dash, and the horn-ring on the steering wheel, with either gold or silver, depending upon the color scheme of the interior and the car.

In completing the construction of a model, the body is the final part which can be detailed. After painting the body the desired color, you can begin the body trim around the windows with chrome silver paint and a No. 1 brush. Be careful, and don't get any on the

car. Other parts of interest on the body are — the door handles, trim along the sides, and on the hood. To do this job right, you really have to have a steady hand, or else you're going to end up with a ruined model. Also, don't get too much paint on the end of the brush so you will avoid the chance of "goofing."

If you try these few simple additions, I'm sure you will be rewarded with an interesting and realistic model car.



Body trim detailing should come last and be done with ultimate care. Chrome silver paint and a No. 1 brush can highlight such goodies as side and window trim, door handles and hood ornaments. If you can see it — detail it!

(G)asp!

or: How LOW can you plant that center of gravity

Open the kit, and sure enough there's that low-to-the-ground green monster ready to win. Notice that it's securely strapped down to keep it from biting anyone.



Once upon a time, the best way to go fast in slot racing was to pack a "brute-mobile" with a great big motor and great big tires and to send it snorting around a gigantic commercial circuit like a dinosaur run amuck. Well, all that has changed! Classic, producer of one of the "brutes", the popular Manta Ray, has just come out with a little car that can take the king-size can job apart, especially on a short track.

Under the name of Asp (something of an Egyptian rattlesnake), Classic's slippery green speedster is the most radical RTR since the Black Widow. Selling as a complete set for \$14.95, the Asp is just filled with little goodies. In addition to a completely ready-to-race Asp, you get a spare pair of German sponge slicks and magnesium wheels, Classic's new chromed box wrench, a 1/32 scale Ferrari 250F Grand Prix body, and a conversion kit to adjust the frame for 1/32 scale. Now for you technically minded folk, here's a short run-down of ASP specifications.

The motor is a Classic 160, with 110 turns of #34 wire, and turns out a healthy 33,000 RPM at 12 volts. An all brass 4:1 gear set up rides on stainless



By CHRIS CHAN

steel axles, which in turn ride in Classic Teflon sealed ball bearings. Rear slicks are 7/8ths of an inch in diameter and 5/8ths of an inch wide while the front are 11/16" by 1/8". Total length of the body is 5 inches and the wheel base is 3-7/8 inches. The rear mounted swing pick-up sits 5/8" in front of the front axle and the lowest portion of the car sits a mere 1/16" off the track! Dynamometer tests revealed instantaneous acceleration to about 36 feet per second; but this test doesn't tell half the story, since the Asp's light weight

provides much better performance than the results indicate.

While racing the Asp, I made note of several impressions. First, I found that it was extremely well suited for short (under 180 feet) raceways. Second it soon became evident that the little tires and the 4:1 gear ratio made for unexcelled handling and acceleration, but tended to lose a lot of ground on the longer straights. One of Classic's own 26 tooth crown gears provided an eighty cent conversion that really helped in this area. Lastly, the Silatron stock car tires worked very well on clean tracks, but spun helplessly in slight amounts of dust, so try the Germans provided, too.

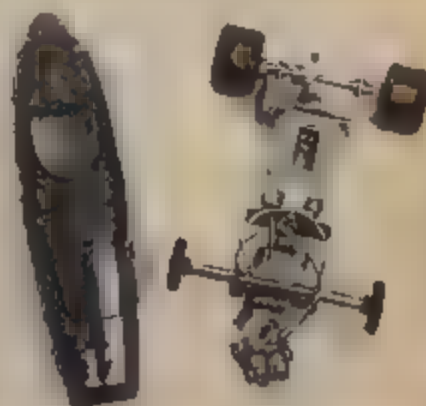
If it looks as though your Manta Ray can't hack the competition on the new local track, try an ASP. Right now I've painted mine jet black, but I just can't get the Bat insignia right . . .

That's right Boy Wonder, the Asp is so low it doesn't need Bat-chutes. And the great handling ability more than makes up for the unorthodox body lines (incidentally, they won't be unorthodox much longer — a full size Asp is in the works).

Flipped over on its back, the new Classic Asp shows off its rigid, light-weight chassis. Note the length of the drop arm and where it pivots from.



So you say you want to go 1/32? Just reach for Classic's simple little conversion kit. It comes as an extra goodie in the Asp kit, and works up with the Ferrari body shell that is also included.

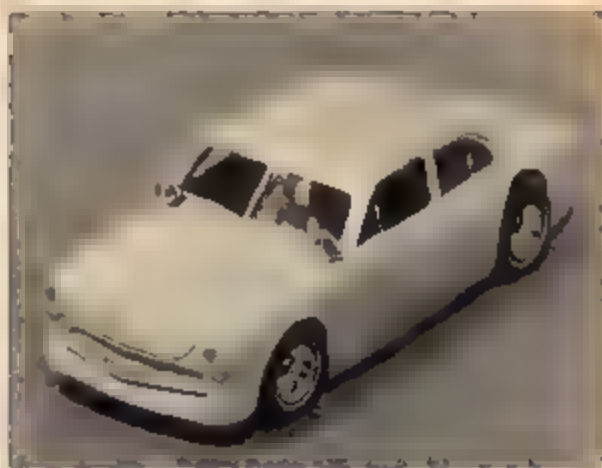


Clicking off laps with the Big Viper (another Classic stinger), the Asp looks like one of the smallest 1/24-scale machines around. Just compare the sizes of the tires.



49er with a Flair

How to build a rather cool custom that sports a certain sophisticated difference



By BOB PAETH

Easily the best way to work up an outstanding and really eye-catching custom is to start with a model that just isn't on the market. Now, if you aren't one of those lucky guys who owns his own steel dies and injection molding machine, you've obviously got a problem right at the beginning. The only answer is to scratch build — or modify an existing kit.

For example, a custom '49 Ford 2-door Sedan is a pretty rare machine in the model world. You'll have to look rather far and wide to ever find a kit. However, you can get a kit of the '49 Ford Coupe, and with some effort change the body lines. The result is a one-of-a-kind kit, and when you add some custom touches, you've got a car that no one else can touch.

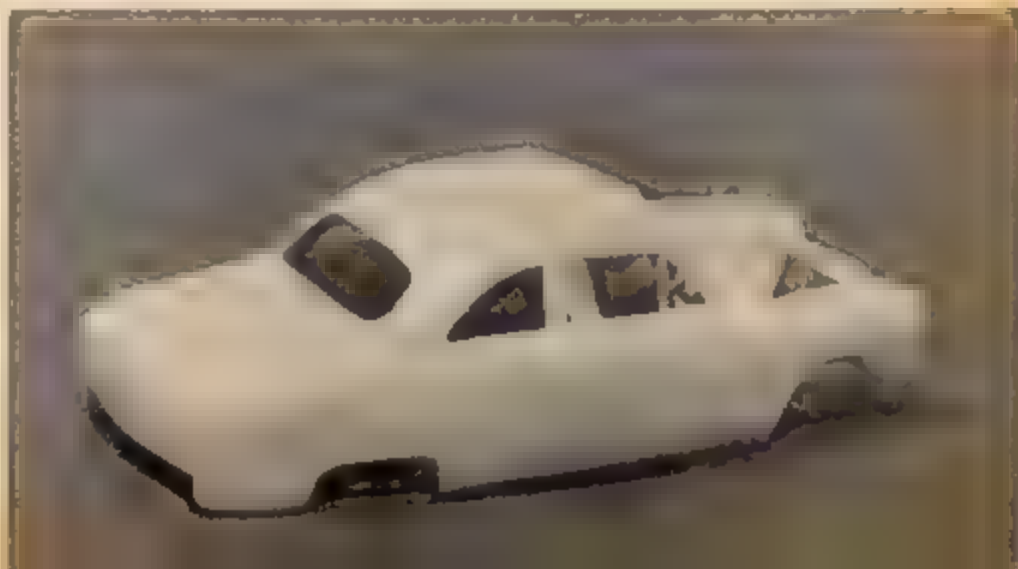
The important thing is to use a kit

that converts without too much of a hassle. That's one reason why we picked AMT's '49 Ford 2-door Coupe. Few changes are necessary to make a big difference.

The body work on the 2-door can be done with just two basic tools — an X-Acto saw blade and a wood burning iron. The wood burning tool is necessary for softening the plastic, and the blade is obviously for cutting. For finishing, you'll need some sandpaper and a file. We would also suggest a change of en-

gines, preferably to a Dodge Ram V-8 which fits the frame without great effort.

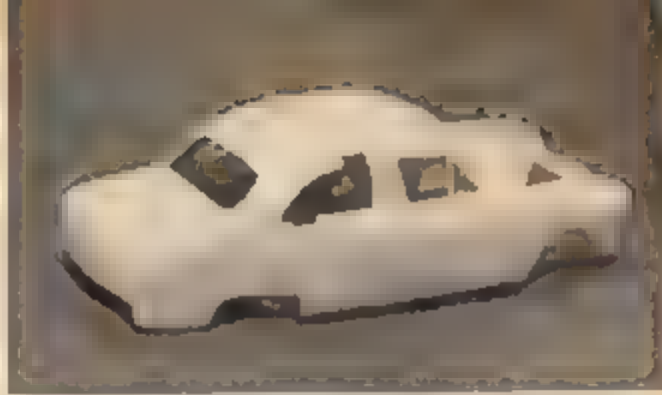
From any view, the clean lines of the '49 Ford have been retained on our version. Even though they are not currently "in season," we've added spotlights for additional chrome. As for the paint job, candy lime gold was applied over a white pearl underbase which gives the finished product a decidedly "cool" color. For contrast, the engine was painted orange, the undercarriage gray primer, and the interior black primer



The first thing to do, to convert the AMT kit, is to remove the chrome strips along the body, the door handles and the taillights. A file, followed by sandpaper, is usually best.



With a pencil, carefully mark the areas indicated. The two lines in the trunk area and the one on the roof should be parallel for good results.



When cuts are completed, move the roof to the rear and fill the gap in the top with the trunk portion. Fill in all holes and loss spots with putty or plastic.



Do your chassis at this stage. The two seats are from the kit. However, the engine and wheels/tires are from the Dodge "Ram-charger" and AMT '66 Imperial kits, respectively.



Place the body on the chassis and scribe a pencil line around the tires. This is when you must decide how low you want the body and make the openings accordingly.



Axles slightly longer than those from the kit were used, thereby positioning the tires outside the fender line. Trim the openings so that the proper clearance is obtained.



The custom grille housing from the kit is used, but is molded into the body and fenders. The stock headlights are cemented into place and then molded for a frothed effect.



Because the car has clean, uncluttered lines, the rear was kept simple. The taillight was made from the custom grille of the AMT '66 Fairlane kit and covered with red sheet plastic.



To do away with the rear seat, a sheet of styrene was fitted just below the window line and painted flat black. Makes for a nice tonneau cover.

THE LOW COST OF



Line each compartment with the plastic foam padding described in the article. It eliminates excessive movement and noise.

While thumb bending can get expensive, it doesn't have to. Here's how you can get in on the action, without killing your wallet

By **RAYMOND E. HOY**

No matter what kind of racing you're interested in, you'll soon run across a fellow who will tell you something like this, "If you want to go fast, chum, it takes a bundle of that long rectangular green stuff."

You've no doubt heard it all before, the same as I have. I can't come right out and say it's not true -- some money must be spent, obviously, for first class racing equipment. But I do say that you can get set up a lot cheaper than you think. If you know what, and what not, to buy!

The brand names I have mentioned in the accompanying chart are used merely as a guide. There are a great many companies producing equipment of comparable value. It will be up to you to make the final decision. No matter what you

buy, it won't cost you a bundle if you stay close to the recommended merchandise.

Before you start to buy equipment, let's get a case for you to keep it all in.

One of the most inexpensive cases available, is K&B's Car Caddy, part number 1900, which costs only \$3.98. If you can't get this (or any of the other items in this article) from your local dealer, order them from one of the mail order houses.

Buy a foot long piece of 1/2" or 1" polyurethane padding at a local department store. It is very inexpensive. If you can't find any, order from the Montgomery Ward Spring & Summer 1966 catalog, page 1246. The catalog number is 71-B-6074-H, 1/2" thick padding, 36" wide. The shipping weight is 4 oz., and



The two main components that you need to go racing are a good hand controller and car. Everything else merely compliments them.

RACING

Help

the price is 49¢ per running foot. One foot is enough.

Cut the foam to fit into every compartment of the K&B Car Caddy. This eliminates excessive movement of parts inside the case and cuts down on noise.

Most modern car kits use "hot" motors, which require a low OHM-rated controller. The new \$3.00 Russco 15 Ohm "Formula 2" controller is hard to beat. Part number 810.

Buy one or two small plastic fishing tackle boxes at your local sporting goods store. Price is usually about 29 cents. They're great for storing small parts. Make sure you buy boxes that are the right physical size to fit into the K&B Car Caddy compartments. Cylindrical "pill boxes" that drugstore prescriptions come in, are great for storage purposes too, and you'll probably find some of them in your medicine cabinet.

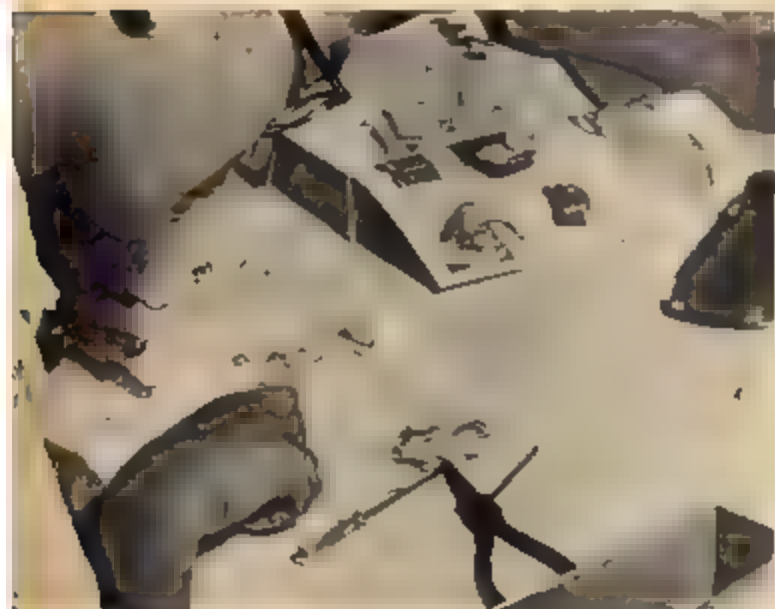
Check the accompanying chart for a list of small parts you should carry.

A car kit is far cheaper to buy than a built up, and every bit as good too. In 1/32, \$5.95 to \$6.95 encompasses a lot of excellent machinery. In 1/24, \$6.95 to \$8.95 pretty well gathers everything in.

No matter what scale you buy, there are a few features that should be incor-



The plastic cases carry a lot of small items. The pill boxes at the right are good for small parts too, and easily found.



Prepare your equipment according to past MCS articles, and you can "do battle" on the home or commercial tracks with confidence.

ported in your car. The chassis should be adjustable for wheelbase and tread, and the body should be perfectly detailed and dead accurate, scale wise. Pay special attention to the quality of the gears. There should be a positive means of securing the ring gear to the axle, such as a set screw. Don't use the press-on type. The same goes for wheels. Threaded or set-screw wheels and axles are the best.

You'll probably add more and more equipment as you get further engrossed in slot racing, but for now, the equipment described in the chart will get you started with a bang. And it's all quality merchandise too. Don't feel that it is "beginner" material, because it's not. You can race with confidence, and have a good chance of winning too, with this equipment.

Most of the accessories in the list are items that require occasional replacement, such as pick-up brushes, etc. After you race for a while you will be able to judge better how many spare parts you'll need.

After you get into the swing of things, you will want to buy other items such as a gear puller, pliers, soldering iron, and other useful items. You'll discover what you need as you go along.

For now, however, the equipment listed in the chart will give you a chance to drive to the winner's circle — without driving you to the poorhouse!

RECOMMENDED EQUIPMENT CHART

ITEM	PART NUMBER	SCALE	PRICE
K&B Car Caddy	1900	Universal	3.98
Russkit 15 Ohm "Formula 2" controller	810	Universal	3.00
Car kit EXAMPLE Monogram 275P Ferrari roadster kit	SR3207 SR2408	1/32 1/24	7.00 8.00
Spare pair of axles EXAMPLE Monogram	SR1202 SR1201	1/32 1/24	.39 .39
Spare pick-up brushes EXAMPLE Monogram	SR1303 (includes 4 2" pcs)	Universal	.29
Spare pair of front tires EXAMPLE Russkit	761 756	1/32 1/24	.50 .50
Spare pair of rear "spongie" tires (soft) and wheels EXAMPLE Cox	3274 3273	1/32 1/24	1.29 1.29
Spare crown gear EXAMPLE Cox (Gives slightly over a 4-1 ratio using the 8 tooth pinion found on most car kit motors)	4143	Universal (1/8" axle hole.)	.50
Spare motor lead wires EXAMPLE Cox	3235	Universal	.20
Spare oilite bearings EXAMPLE Monogram	SR1304 (set of 4)	Universal (1/8" axle hole)	.49
Lubricating oil EXAMPLE Cox	3870	Universal	.59
Tie cement to glue tires to wheels EXAMPLE International	1110	Universal	.29

Total 1/32 \$18.52

Total 1/24 \$19.52

NOTE: A screwdriver and wrench are not included, even though necessary, as they are usually found in most good car kits. Accessories listed are items that will cover the most varied situations.



MCS: MODEL OF THE MONTH CONTEST



THE TOP CAR ... and taker of this month's \$25 U.S. Savings Bond is this chopped and de-topped '57 Chevy from Chris Geiger, of 111 Hendrickson Ave., North Merrick, N.Y. Other custom touches include radiused wheel wells, dechromed sides, rolled rear pan, tunneled headlights, and a DeSoto grille. Finish is Ultra-violet metalflake, with emerald green fugged in.

Also from Chris Geiger is this '23 Ford street machine. The pickup bed has been molded in, and rides on a '57 Ford rear end. The engine is a '34 Ford Flathead, sporting three carbs.





Dubbed the "Royal Dutchess," this '64 Vette from Mike Camparelli, of the Bronx, N.Y., carries a '63 Impala rear and a '57 Bel-Air grille. For power, it uses a 426 Ramcharger with four dual Weber carbs. Finish is AMT Metalflake Peacock.



For wild looks, here's a rival for the ZZR car. It's the "Incredible Gangster Runner" from Bob Giacino, of Peabody, Mass. Based on Renwal's revved Mercer, it sports odds and ends from a flock of kits.



From Dennis Doty, of Opa-Locka, Fla., came this hubble-topped '62 Merc. Interior was handmade and upholstered in felt. Headlights were mounted in the license plate housing.

Don Skorts, Fargo, North Dakota, mixed AMT's Wynn Sumner and a '53 Studebaker to produce this double injected fully wired Dodge mill. Body of his rail dragger was sectioned behind it, and finished with Testor's Royal Blue.





While mainly built for show, this boss-drag '32 Vicky from Steve Rend, of Yonkers, N.Y., comes stacked with power. Mill is a '27 Ford with six Deuces and full wiring. For looks, top has been chopped 3/16" and body dropped 1/4", with center posts removed.



Want a custom '65 Mustang? Here's what Sheldon Cousins, from Toledo, Ohio, suggests: add a chrome roll bar from AMT's '68 Vette, taillights and rear grille bar from their '65 Fowlane, IMC's 255 CID Ford C.T. engine, and finish with Pacra Blazing Red Diamondflake.

Two fully-wired Chrysler hemi-head engines blast this '64 Vette to the front of the competition. It's from Rickey Kern, Erie, Pa., who added among other goodies, a tubular front, '40 Willys cycle tires, and 16 coats of violet metalflake.



HOW
DO
YA
WIN
THIS
THING??



EASY, FELLA . . . Just shoot us a glossy black n' white photo of the bossiest buggy in your stable. No color shots, please. AND NO KITS. If your car puckers a few eyeballs around here, we'll send you a \$25.00 U.S. SAVINGS BOND. How 'bout dat?

SEND A PHOTO OF YOUR LITTLE WINNER TODAY TO:



MODEL CAR SCIENCE

CONTEST EDITOR

171 So. Barrington Place
Los Angeles 49, California

Send as many photos and entries as you want. And here's an inside hint . . . keep the background plain and simple. Include your name, address, age and information on how you built the model. Only CAR models are eligible. We can't return any photos submitted.



WILD, WILD WILLYS

BY BOB McCALLA

Well fans, it had to happen eventually! Slot fever is burning up the family scene with all forms of competition. This time it has caused a real father and son bash. For all of you loyal thumb-benders who are fortunate (or unfortunate) enough to have a son gripped by an uncontrollable desire to wipe out his old man on the neighborhood slot track, this article will have a true-to-the-heart meaning.

It was decided when the bash was brought up, that two almost-identical cars should be built, one by the son and one by the big wallet. In this case, Mark (son) and I (father) built two of the most appropriate on the dragstrip today, namely the warring Willys of Stone Woods and Cook and Big John Mazmanian. As you will notice on one car, only the name has been changed to protect the innocent. The "Wood Chopper" is self explanatory to those who follow these arch rivals on the drag strips around the country.

The cars were started with identical '41 Willys clear plastic bodies (Inter-

national Eng.) It was decided that the running gear and motor could be the decision of the builder but the cars had to remain as close to prototype in appearance when finished.

To get started, we'll work up the Stone Woods and Cook car. Mark used the complete frame, motor and gears from a previously obtained "Vendetta" model. This sports a sidewinder chassis with the popular Vendetta Can motor. The brass frame fits beautifully just as it comes from the Vendetta kit, with the exception of the body mounts, which have to be soldered on.

By using a frame and power combination that is already assembled, this car may be put together in a matter of hours, including the painting process. Speaking of painting, the most fantastic discovery since Roy Hoy has been brought out for the public by the Uinch Manufacturing Co. of North Hollywood, Cali-

form. This comes under the name of their new "Kandy Paints", which is a brush-on-type for clear plastic bodies. This is the weirdest stuff since flubber! When the paint is applied, it dries a dull silver on the inside and the most beautiful Kandy color on the outside. The best way we found to apply it was to use two light coats and a final heavy coat, with a puddling sort of process to work the color through the two previous coats. You will end up with a paint job which looks as though it's two inches deep.

After the body has been painted and detailed (decals may be obtained from the AMT S.W. and C. Kit), assemble the frame and body and you're ready to go. I might mention that both cars used the same rear wheel and tire combination. Classic makes a beautiful set of tires and wheels which are just the right size for this or any of the drag-type machines.

Now that we have finished with the youngest of the thumb benders, we will construct "daddy's" vehicle. The body is identical (International), except that it

TWO PERFECTLY MATCHED MACHINES REV UP FOR A WICKED WING DING!



If the object of a friendly bash is to see which Thumb has the greater driving skill, then you'll need two cars of just about equal go-power. And that's what we've got here.

is painted with Ulrich's new Kandy Maroon instead of the Kandy Blue which was used on the other Willys.

To construct the frame for the "Wood Chopper" we started with the brass jobber from the BuzCo Co. Into this we incorporated a set of rear axle ball-bearings from International Mfg. and a set of rear tires and wheels from Classic. The power

is supplied to the rear wheels by Cox and has been found to be the most satisfactory combination we could find and still retain the somewhat equal basis with Mark's car.

The rear ball bearing assembly was removed from the package and layed out to be assembled. The assembly comes complete with ball bearings, race cups

On the right is the Vendetta "Can" set sidewinder, which provides the 'umph' for the Stone, Woods and Cook Willys. On the left, the Wood Chopper Willys draws its power from a Cox Mabuchi type A "Can".

Both cars are done up with the new Ulrich "Kandy Paints", which must be the wildest stuff since flubber. It dries a dull silver inside and a beautiful Kandy color on the outside.

to hold the bearing races. Lokute and solder. Insert the cups into the rear frame bearing holes and solder into place. Place the bearings into the cups, slide your axle through, place the ring gear on, and slide the axle through both sides. Carefully apply a small amount of Lokute to the outside bearing surfaces and let set up.

Continued on next page





Claude provided the wheels and tires on the rear of both of the Wild Willys. For any drag-type machine, there's great as far as size and traction are concerned.

quired the proper wheelbase length and secure with the two side mounting screws.

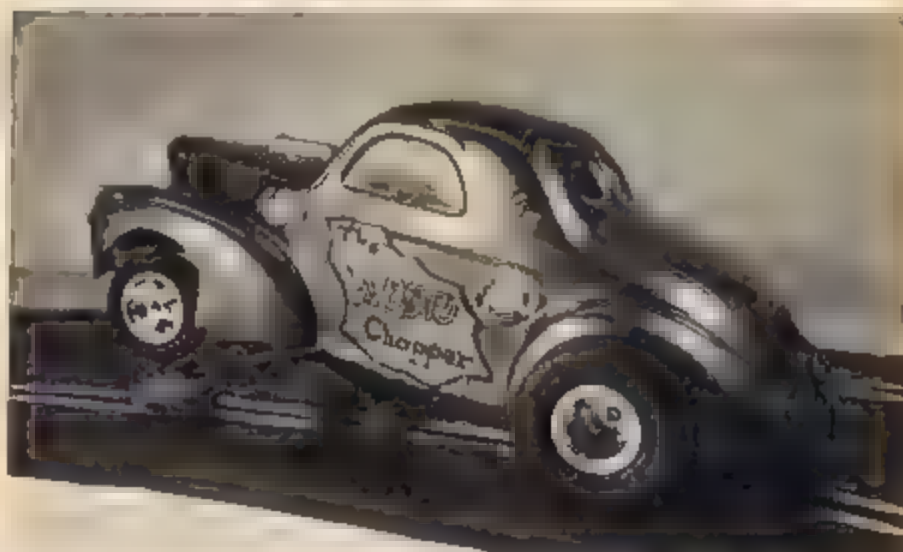
If you should decide to duplicate the model of the "Wood Chopper", the door panels can be covered with the familiar car wrappers used in previous articles of this magazine. The wood should first be painted with several coats of clear and then the name applied before it is glued on the car. This makes the painting of the name much easier. The glue used was one of the many "white" glues which

are on the market, such as "Elmers" or "Bue Bird". If you do not want to use the real wood, AMT's model of the Surf Woodie has a nice self-sticking paper which resembles a wood finish and may be painted with a name of your choice. This also eliminates the gluing problem for the nervous hand.

After both cars have been completed, dash off to your neighborhood track. You will soon realize the interest applied to your efforts, as the many spectators comment about your ingenuity in building two prototype cars that can look so much alike and still offer some real competition. By the way, watch out for the kid who came with you, he's out to eat you up when you get onto the track. Take my word for it, it can get embarrassing.

You may remember how we used a rigar wrapper to simulate wood inlay (March, '66); well, here it is again on the door panels. The name "Wood Chopper" is our pseudonym for the mean machine of Big John Mazmanian.

Run the rear wheels onto the axle and secure. A couple of small spacers will be required for the proper width or wheelbase. Assemble the front axle unit, (your choice of many) and secure in the frame. The swing pickup was built from 1/16" tubing, using the guide shoe and wire arm up front from Russkil. After the pickup has been fashioned, slide the frame back and forth until you have ac-



One half of our Dynamic Duo is done up in Kandy Blue to match the original S.W. and C. machine. While the exterior and interior running gear on each car is different, their racing power is perfectly matched — and that makes for a great race.



H₂O for HO

No decent HO track is really complete unless it has a working WATERFALL! Right! So here's an easy how-to that'll flood out your family room

By GEORGE SIPOSS

A flat race course without trees and hills is like a car without a body. It runs, but you soon lose your interest in it. The remedy is simple . . . put trees and a waterfall, hills or a bubbling brook on your race track. Surprisingly, such a project is not difficult and will more than repay the few hours you spend doing it.

A good HO race track is always fastened to a large board or sturdy base. Somewhere on this track there is probably a desirable place for a small hill, a bridge and a viaduct over which the cars can race. The hill would look barren without a creek and the creek would look illogical without some sort of origin for it. A waterfall is the logical place. The Faller Company, a manufacturer of HO equipment, makes a pump unit

which can be mounted on a track and in no time at all send real water flooding through that creek. The pump number is Part No. 625 and it runs on 16 volts alternating current. You will have to power it with a Faller transformer, or an old-type Aurora AC power pack. Tubing and nozzles in all sizes and types are supplied in kit NO. 626, so that you can make sprinklers, waterfalls or tee off into several branches.

A suitable spot for a hill and waterfall is on the edge of the track board which is against a backdrop or wall. A corner on the board is also nice for a location because the rest of the track will appear to be the lowlands gradually leading up to the hills.

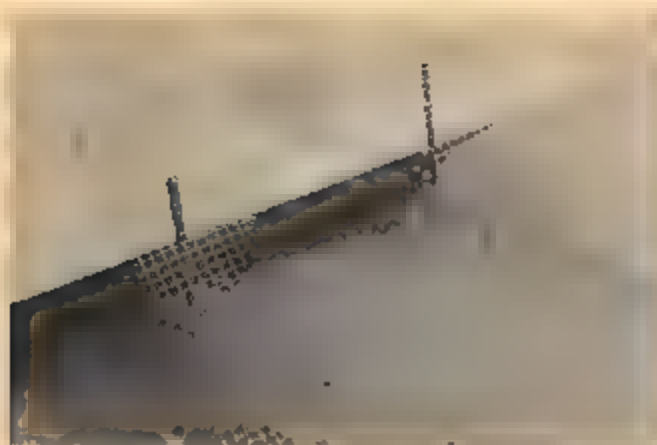
Once the spot is chosen, work can be

started. Drill two or three 1/4 inch holes into the board under the highest planned peak of the mountain. Insert wooden dowels into the holes and spread a wire screen over them. The screen can be shaped into a hill either with one or two peaks or just left smooth depending on the type of vegetation you are planning to use. Now spread a piece of burlap over the screen and cut its contour so that its edges will blend smoothly into the flat part of the track. The burlap is now soaked in a bucket of fairly wet plaster of Paris. This is fairly messy, so plan to do it outdoors.

The plastered burlap is again spread over the wire screen, and at the location of the river or creek a river bed is formed by gently kneading the burlap until it forms vertical edges about 1/2

The main items needed are: plaster, burlap, wire screen, paint and simple handtools.





Two dowels are fastened into holes. They support the wire screen cut and shaped to resemble the landscape you wish to make.



Drape the burlap over the screen and cut it to the shape of the foothills.



Drape some plastic over the river bed and hold it down by some more plaster on the banks.



The pump consists of a transformer, wiring, a reservoir, the pump, tubing and nozzles.

inch high. Before the plaster has a chance to set up, spray the river bed with blue paint (e.g. Testor's #57 Transparent Blue) and spread plastic sheeting over the river. The plastic should be thin and pliable and must not have holes in it. I used a plastic cleaner's bag. The plastic is held to the river bed by more plaster of Paris applied at the banks.

As soon as the plaster is hard, you can paint the hillside with flat brown and/or green spray paint. Shiny paint must not be used here because it will appear unrealistic. The shiny blue paint under the plastic will be quite visible and the river will appear to have water in it, even when it is dry.

The hills are decorated with small tufts of lichen, and trees (Faller Part No. 317 or 320). A few rocks placed here and there also help heighten the realism.

The water reservoir which comes in the pump kit is fastened with two small woodscrews under the table, out of sight.

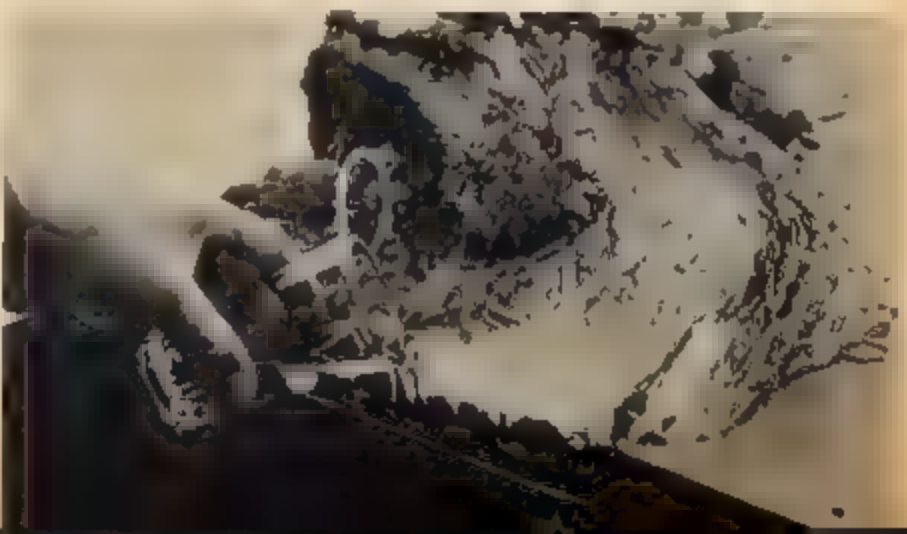
Now fill the reservoir with water half full, connect the wires and presto . . . instant waterfall.

I put mine under the edge of the table so that the river leads right into it. The pump is placed in position and a plastic tube is led to the top of the waterfall. There it terminates into a nozzle which disperses water so that it appears to be originating between the rocks. The nozzle is hidden below lichen and rocks. Connect the pump to the 16 volt A.C. supply fill the reservoir half way and you are in business. No further waterproofing is required since the plastic forms a perfect seal.

A few moments after the power is

turned on water will be seen to travel through the transparent tubes and soon it reaches the nozzle. Presto . . . you have a perfect waterfall in miniature scale. The track can now be set up over the river and the race is started. Should any over-exuberant speed pilots miss a turn and land in the drink, well, it's their fault and this is supposed to be realistic racing. Hope they can swim.

This waterfall can be used for any scale race track. The plaster sticks to the board so that no further fastening down is necessary.





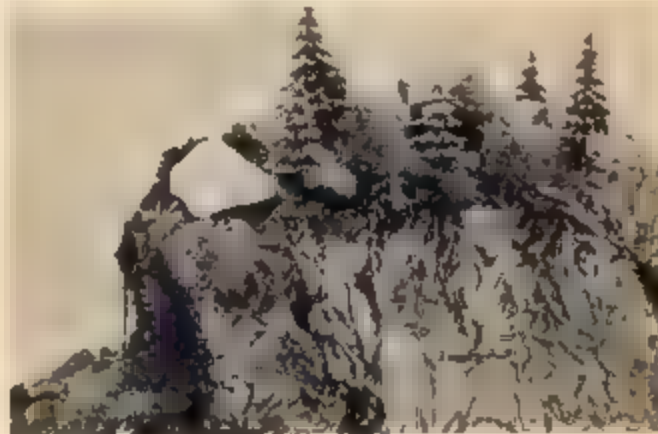
Mix some plaster of Paris quite thin and soak the burlap in it for a few seconds.



After the wet burlap is draped over the screen make a river bed and paint it blue.



The water nozzle is connected to the tubing. The nozzle is hidden behind a rock or bushes.



Some rocks, lichen and trees (Fallen Part #317) should be used to create a realistic mountain.



As the cars race over the bridge we see the swirling rapids of an Alpine river below.

THE MCS GUIDE TO: RACING FRAMES AND MOTORS

MOTOR CLASSIFICATION & DESCRIPTION CHART

	LENGTH	HEIGHT	WIDTH	SHAFT SIZE
NABUCHI 300-B TYPE "CAN" MOTORS				
Brush assembly is located at the opposite end of the pinion gear shaft	1 3/4"	3/8"	3/4"	.078"
Cox TTX 50, K&B Cougar, Kamtron 1709, Monogram Tiger X-88, Revell SP 40, Auto Hobbies AH-801				
NABUCHI 500-A TYPE "CAN" MOTORS				
Brush assembly is located at the pinion end of the motor shaft	1 3/4"	3/8"	3/4"	.078"
Cox TTX 100, K&B Wildcat, Kamtron Hornet, Monogram Tiger X-100, Revell SP-500, 510-X, Ruskit "22" & "23"				
NABUCHI 500-B TYPE "CAN" MOTORS				
Brush assembly is located at the opposite end of the pinion gear shaft	1 3/4"	3/8"	3/4"	.078"
Cox TTX-150, Kamtron SR 16, Monogram Tiger X 110, Revell SP 80, Strombecker TC-24, TC-32, Hemi-300 & Hemi-400, Rannalli Electron RV				
NABUCHI 600-A TYPE "CAN" MOTORS				
Brush assembly is located at the pinion end of the motor shaft	1 3/4"	3/8"	1 1/8"	.092"
Cox TTX-200, K&B Bobcat & Royal Bobcat, Kamtron Indy 500, MPC "Dyn-O-Car" (for sidewinder use), Monogram Tiger X 200, B-Z 1000, Revell SP-600, Ruskit 33				
NABUCHI 600-B TYPE "CAN" MOTORS				
Brush assembly is located at the opposite end of the pinion gear shaft	1 3/4"	3/8"	1 1/8"	.092"
Champion 703, Cox TTX 250, Kamtron SR 35, Monogram Tiger X 220, Rannalli Super Electron R-VII, Revell SP 90, Buzco X 36				
TYPE "C" MOTORS - IN-LINE WITH BRACKETS				
Atlas AT-208, AT 206, (6 volt)	1 3/4"	1/2"	3/4"	.092"
Strombecker Scuttler Scuttler II, Scorchers, Avenger, Ram DC 711, Pittman 196, 196A, 196B, Strombecker Supercharger**				

*NOTE: Pittman 196 series are slightly narrower motors, but will fit.

**NOTE: Supercharger is slightly longer, but will fit in most cases.

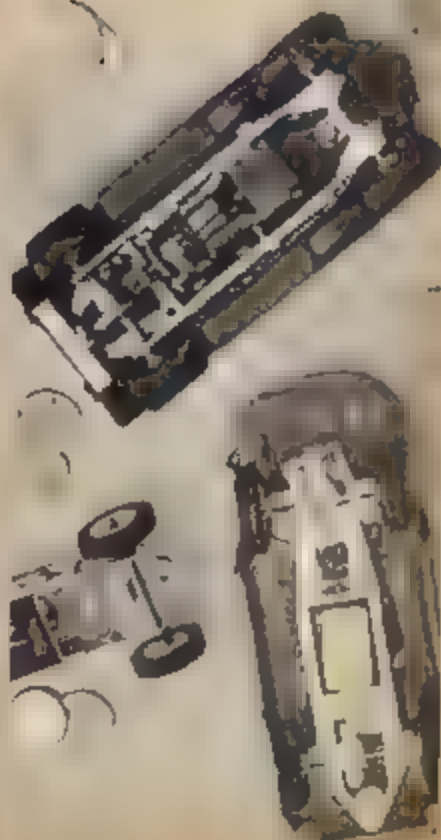
SPECIAL NOTE: Car kits using a 500-A motor, for instance, will accept a 500-B motor, and vice versa. Likewise, a car using a 600-A will accept a 600-B, and vice versa. Although a motors in the "500" series are the same physical size, as are those in the "600" and Type C series, occasionally it will be necessary to make minor modifications to the chassis due to some unusual feature of a manufacturer's design. Most of these minor problems are easily overcome.

Also any car using a 600 type motor will accept the smaller 500 series. In some cases a car using a 500 type motor has room for the 600 series. Simply measure the frame to see if there is room.

Worried about which motors and frames make for the best combinations? Well, stop biting your elbows fella! Here're the answers.

MCS receives countless letters from performance-minded enthusiasts asking which motors will fit which cars. We researched the subject and came up with the following listing.

It is virtually impossible to include all motors and frames, due to the vast array of equipment available. We have tried to select equipment that has been asked about time and again in letters from you readers.



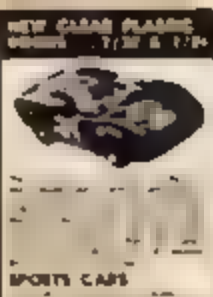


MFGR & CARS	SCALE	MOTOR POSITION	MOTOR USED	MOTORS THAT WILL FIT WITH LITTLE OR NO MODIFICATIONS
ADAM & SONS Quad Mark I Quad Mark II	1/24 1/24	IL IL	Kemtron X503 KTM 6 volt	Nearly any inline motor or sidewinder used as an inline Nearly any inline motor or a sidewinder used as an inline
AMT—Entire 1/24 line	1/24	IL	600-B type	Any 600-A or 600-B type "can" motor
AMT—Entire 1/32 line	1/32	IL	500-B type	Any 500-A or 500-B type "can" motor
ATLAS—Entire 1/24 line	1/24	IL	Atlas inline	Any type "C" motor
ATLAS—Entire 1/32 line	1/32	IL	Atlas inline	Any type "C" motor
AURORA—Entire 1/32 line	1/32	SW	500-B type	Any 500-A or 500-B type "can" motor
AUTO HOBBIES Cobra GT	1/32	IL	300-B type	Any 300-B type "can" motor, any Type "C" motor Ravall RP 66 & 77, Vanev, Tyro line, Aristo, Banner
BZ INDUSTRIES Entire 1/24 line	1/24	SW	600-B type	Any 600-A or 600-B type "can" motor
CANNON ENTERPRISES Vendetta 485	1/24	IL or SW	600-B type	Any 600-A or 600-B type "can" motor
CHAMPION (OF GEORGIA) Entire 1/24 line	1/24	SW	600-B type	Any 600-A or 600-B type "can" motor
CLASSIC Manta Ray	1/24	SW	600-B type	Any 600-A or 600-B type "can" motor
Viper, Astro	1/24	IL	600-B type	Any 600-A or 600-B type "can" motor
Asp	1/24	IL	500-B type	Any 600-A or 600-B type "can" motor
COMPETITION MODELS Entire 1/24 line	1/24	IL	600-A type	Any 600-A or 600-B type "can" motor
COX MFG Chaparral, Ford GT, Lotus 40, Cheetah	1/24	SW	600-B type	Any 600-A or 600-B type "can" motor
BRM Ferrari GP	1/24	IL	500-B type	Any 500-A or 500-B type "can" motor
Ford GT Cheetah	1/32	IL	500-B type	Any 500-A or 500-B type "can" motor
DYNAMIC Bandit	1/24	IL	500-B type	Any 500-A or 500-B type "can" motor
Renegade	1/24	SW	600-B type	Any 600-A or 600-B type "can" motor
ELDON Ferrari 330P/LM	1/32	IL	300-B type	Any 300-B type "can" motor
BRM	1/24	IL	300-B type	Any 300-B type "can" motor

Continued on next page

MFR & CARS	SCALE	MOTOR POSITION	MOTOR USED	MOTORS THAT WILL FIT WITH LITTLE OR NO MODIFICATIONS
GAR VIC Entire 1/24 line	1/24	SW	600-B type	Any 600-A or 600-B type "can" motor
GRAND PR X Entire 1/24 line	1/24	SW	600-A type	Any 600-A or 600-B type "can" motor
Entire 1/32 line	1/32	SW	600-A type	Any 600-A or 600-B type "can" motor
HAWK Entire 1/32 line	1/32	IL	Hawk in no	
MC Lola T-70	1/24	IL	600-B type	Any 600-A or 600-B type "can" motor
K&B Entire 1/24 line	1/24	SW	K&B	The Super Challenge motor will fit any K&B car equipped with a regular Challenger motor
Entire 1/32 line	1/32	SW	K&B	
LINDBERG Cobra GT	1/24	IL	600-A type	Any 600-A or 600-B type "can" motor
MODEL DIE CASTING A Pink Panther series	1/24	IL	500-B type	Any 500-A or 500-B type "can" motor
MONOGRAM Porsche 904, Scarab, Ferrari 275P, Chaparral, Midget	1/24	IL	600-A type	Any 600-A or 600-B type "can" motor
Mustang/Chaparral, Ford GT, Ferrari 330P2/Ford GT, Ford GT 40 roadster	1/24	SW	600-B type	Any 600-A or 600-B type "can" motor
Ferrari 275P, Ferrari 250, Lola Ford GT, Ferrari LM, Cooper Ford Porsche 904	1/32	IL	500-B type	Any 500-A or 500-B type "can" motor
Lotus 33 GP, Ferrari 64 158 GP	1/32	IL	300-B type	Any 300-B type "can" motor
MODEL PRODUCTS CORP Pontiac GTO, 57 Corvette, Mako Shark	1/24	SW	600-B type	Any 600-A or 600-B type "can" motor
See ab, Ferrari/Lancia Dynochargers	1/24	IL	Dyn O Charger 400	
PRECISION Entire line	1/24	IL	500-A type	Any 500-A or 500-B type "can" motor
RANNA, LI Lotus 25, Porsche F 1, Cheateh, Lotus 30	1/24	IL	500-B type	Any 500-A or 500-B type "can" motor
Chaparral, Corvair GT	1/24	IL	600-B type	Any 600-A or 600-B type "can" motor
REVELL BRM, Lotus Ford, Lotus 33, Porsche RS 50	1/24	IL	500-A type	Any 500-A or 500-B type "can" motor
'65 Corvette Sting Ray, Ferrari 250 GTO, Cobra Ford	1/24	IL	600-A type	Any 600-A or 600-B type "can" motor
Ford GT 40 roadster, GT 40 coupe, Lotus 30, Gen 1 Ford	1/24	SW	600-B type	Any 600-A or 600-B type "can" motor
'65 Sting Ray, Cobra Ford, early version, Ferrari 250 GTO, early version, XKE, Jaguar, Corvette, Aston Martin, Mercedes 300SL	1/32	IL	500-A type	Any 500-A or 500-B type "can" motor
Cobra Ford, Ferrari 250 GTO (both latest versions), Cooper Cobra, Chaparral, I	1/32	L	500-B type	Any 500-A or 500-B type "can" motor
RUSSKIT Porsche Carrera 6, Lotus 40, Chaparral	1/24	SW	500-A type	Any 500-A or 500-B type "can" motor
Lotus 18, Lola T 70, Iso GrHo, McLaren 9P 1, Porsche Carrera 6, Cooper F 1	1/24	IL	500-A type	Any 500-A or 500-B type "can" motor
STROMBECKER Cheateh, Barracuda D no, Ferrari, Chaparral II, Lotus 38, Lotus 30	1/32	L	Strombecker TC 32	Any 500-A or 500-B type "can" motor
Mercedes Benz W154, XKE Jag, Porsche RS 61, Lotus MK XIX, Ferrari Berlinetta	1/32	L	Strombecker Scuttler	Any Type "C" motor
Chaparral I, Ferrari 355 P2, Lotus 30, Cheateh	1/24	IL	Strombecker TC-24	Any 500-B type "can" motor
Graham F 1, Ferrari Lancia, Ferrari F-1	1/24	IL	Strombecker Scuttler II	Any Type "C" motor
Blit Track Racer	1/24	IL	Strombecker Supercharger	Any Type "C" motor
TESTOR CORP Mirage GT	1/24	SW	600-B type	Any 600-A or 600-B type "can" motor
Honda GP	1/24	IL	600-B type	Any 600-A or 600-B type "can" motor
UNIQUE Ford GT, Maserati 5000 GT, Lotus 30	1/24	IL	500-A type	Any 500-A or 500-B type "can" motor
Ford GT 40 roadster, Chaparral, Cobra roadster	1/24	SW	600-B type	Any 600-A or 600-B type "can" motor

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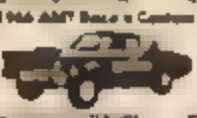
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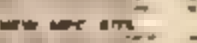


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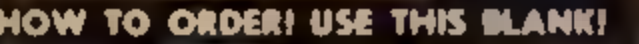


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auto world

What's an Ackermann??



Well, you put it on the front end of your little Track Terror, see, and all of a sudden you're setting new lap records!

BY GEORGE SIPOSS

You may have noticed that there are a multitude of different — and sometimes contradictory — opinions concerning just what it takes to make a fast car. Out here on the West Coast, the secret is lightweight and gummy tires. However, hooah for the Midwest, and heavy cars, brass chassis, and super sticky tracks are the order of the day. And in England, where the whole thing started, they swear by home-made cars and "steering front ends."

Just about everybody has his own idea on what it takes to go fast. For example, the standard frontend on the left comes with the Cox Chaparral. It's plenty fast. But the strange looking thingie in the center is even faster. It's the new Ackermann, also from Cox.

While most of the common, every-day-type speed gimmicks have been tried by American Thumbs, this last bit about the front end is still fairly new on our side of the Atlantic. Somehow, the British have kept it pretty much to themselves, and few of us have had a decent chance to fight over its fine points. So, maybe

now's a good time to take a look at it.

A "steering front end" simply means that the front tires *follow* the turns on the slot track, using a device similar to that found on a real car. The actual steering effect comes from the guide shoe, which turns the tires by means of tie-rods. But that's not all. The process is further com-



plicated by the fact that the inside tire has to be turned at a sharper angle than the outside one . . . in order to be "tangential" to the turn at all times. This simply means that the inside tire has to run on a shorter turn radius than the outside tire; if they were kept parallel, one of them would scrub instead of rolling freely.

A famous engineer named Ackermann recognized this problem and came up with a very ingenious solution. He mounted the levers leading to the kingpin of each wheel at an angle and connected them with a tierod. The length of the tierod was shorter than the spacing between the kingpins if the tierod was behind the front axles, and longer if the tierod was in front of the axles. Utilizing such an arrangement, a steering system based on the Ackermann principle will cause each of the front tires to curve just the right amount so that they will follow the turn without friction.

I purposely mention all this so that some of you will appreciate the task of the designer of a steering front end slot car. In 1/32 scale, there have been attempts at steering (MRRC in England, Rail-line and others in the USA) and now we have a really well made product for 1/24 scale racing.

The new Cox "Ackermann Steering Gear" is sold at \$1.98 and converts the conventional sidewinder cast-chassis from rigid axle to steering. All the parts for a quick and easy conversion are included in the kit. The tires are extra hard and narrow to reduce rolling friction, which is a significant power robbing non-necessity. The pickup flag is spring loaded to remain in contact with the track under hard acceleration. I found that unless I loaded the front end with a bit of weight, it still tended to lift up somewhat. Ah well, I always knew the Cox motors were powerful; a little bit of weight in the front always helps maintain good contact with the power tapes.

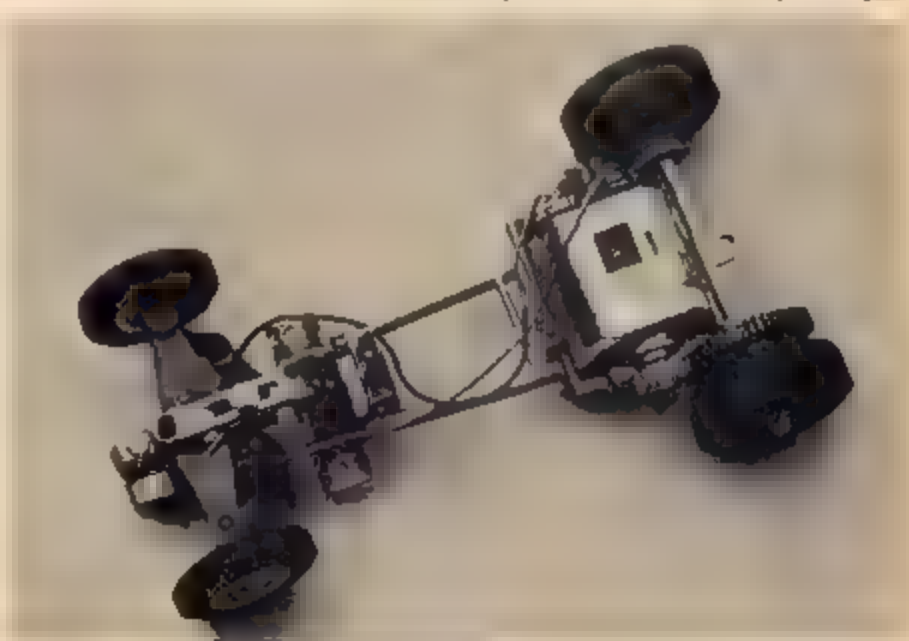
"Tell me George, does the car run any better with the steering front end?" Just read the beginning of this article over again, Charlie; there will always be a flock of differing opinions. However, for sheer realism one cannot beat steering front ends. And for performance, they are excellent on twisty tracks. On a long track it's a matter of choice rather than necessity. If you drive with the tail well hung out on the turns (most sidewinders corner in this fashion), a rigid front axle

Continued on next page

Here you can get some idea how an Ackermann front end works. As the guide shoe follows the curve, a workable tierod adjusts the angle of each wheel. To provide for full swing, you may have to trim the wheel wells slightly.



As for what comes in contact with the track, the \$1.98 kit gives you Dunlop hard rubber racers and die-cast magnesium wheels. To assemble, apply cement on the wheel rims, knead on tires and let dry overnight.



Some what under ten minutes are required to convert the Cox side-winder chassis. The result is increased control, with less surface friction, as your car plows through a turn.



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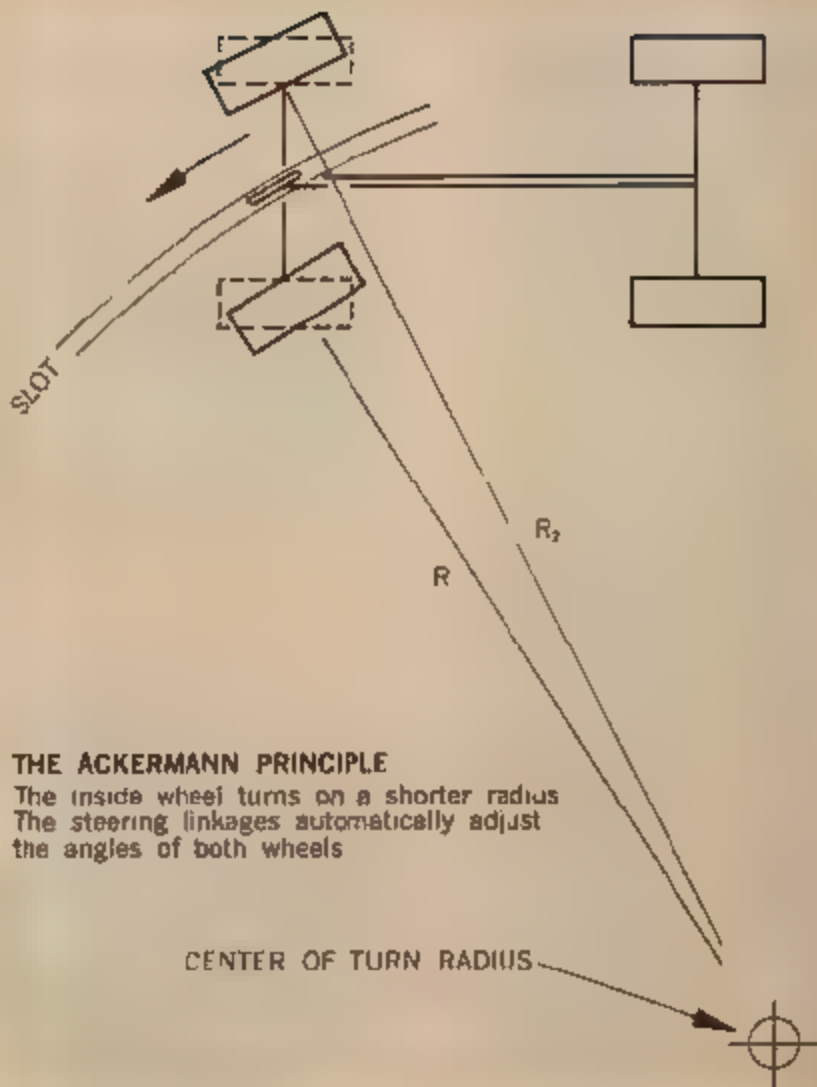
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THE ACKERMANN PRINCIPLE

The inside wheel turns on a shorter radius
The steering linkages automatically adjust the angles of both wheels

Continued from preceding page

might create enough drag (by scrubbing) to slow down the front end and cause you to spin out. A steering front end on the other hand will roll around easier and will not offer any resistance to the "push" generated by the rear driving wheels. My money is on steering, but to each his own.

If you want to prove it to yourself, you couldn't spend \$1.98 for a better item.

In this particular right hander, the rear end swings out, but the driver automatically applies "negative lock" to control the drift.





The R&J team, left to right: John Harris, Brookside, N.J., Dick Schmanske, Pine Brook, N.J., Pete Cutler, Convent Station, N.J., and Team Captain, Tom Unger, Chatham, N.J.

R & J Joins The Fray

Richard Schmanske, President of R&J Custom-Line Model Roadways, has recently announced the formation of a racing team that will carry the R&J colors.

The team, led by 1965 1/32 MINRA Nationals runner-up Thomas Unger, will be available for in-store promotions and exhibitions at R&J Raceway Centers. They will not compete against the general public as a team, classing themselves as a "manufacturer's team." The team members are allowed to enter competition in local, regional, or national events as individuals, however.

The team will wear blue blazers, bearing an emblem "R&J Racing Team." They will hold "driving school" seminars, informative discussions on chassis tuning and design, realistic body finishing, etc., in an effort to further improve the sport.

The R&J team may accept invitations to compete against other similar teams on a non-commercial basis, from time to time. The team members are amateurs who race as individuals at their own local R&J Model Roadway Centers, and donate their time to the team effort.

The racing team is one more promotional aid for R&J Model Car Racing Center operators, joining the "standard" equipment such as racing photos, window streamers, customer booklets, etc.

We want to welcome the new team and wish them good luck during their campaign.

now the little red wagon



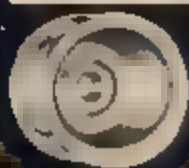
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The World's Toughest Model Contest!

The annual Fisher Body Competition isn't easy to win. A guy can spend years trying. But the rewards are easily fantastic.

By Marshal Nealand

How many years would you be willing to spend to win a model-building contest? Three? Five? Six? Geza Loczi, of Scottsdale, Arizona, spent seven years in his effort to top the Fisher Body Craftsman's Guild Contest. But then, the Fisher competition is the toughest go-around in the world! Among the 600,000 builders who entered the contest last year were some of the finest modelers in America. And the rivalry and the regulations were (and are) the roughest ever. But the rewards for the winners came something close to fantastic!

Fisher Body presented 1078 awards worth \$117,000 to participants last year (for a grand total of \$2,500,000 since the first contest in 1930). Geza Loczi's share was \$5,000 worth of college future, plus quite a bundle for his efforts during his past tries. Before entering his "Gotham" gold model in the '65 competition, Geza had entered six other models, winning at least a third state with each entry.

Each year, winners are selected at the state, regional and national level in both a junior (11-15 year olds) and senior (16-20) age group. The 50 states and the District of Columbia are divided into 20 population regions for judging purposes.

Meet Ovid Ward of Roanoke, Virginia.

Last year, he placed first in the state and regional competition for his area. He may be going for the top prize as the national winner this year; so watch out for some tough rivals.

This is the car that made Geza Loczi the most highly paid amateur modeler in 1965. If you can build something as good or better, a new contest is just starting and this may be your lucky year.



The winner of the '65 Fisher Body Contest was Geza Loczi, of Scottsdale, Arizona. He spent seven (!) years in his fight to the top of the competition — but the effort paid off big. The rewards: a \$5,000 college scholarship and a future as an automotive stylist.





In 1965, this unusual model earned \$4,000 for its builder, Paul H. Peterson, of Pittsburgh, Pa. With it, Paul took the second place in the national senior class of the Fisher Body Craftsman's Guild Contest.



Last year Geza was an Arizona model builder. But after winning the Fisher Contest and picking up a diploma from the Art Center School in Los Angeles, he went to work for GMC. Some day, you'll be riding in a car he designed.

poses. For example, New York state is a region in itself, while Nebraska, Kansas, Oklahoma and Arkansas make up another region. The regional winners are invited to attend a four-day expense-free trip to Detroit where the national awards are announced at a special banquet.

How do you get to be selected as one of the winners? Well, first of all, you have to join the Craftsman's Guild . . . which takes just a five cent stamp. Simply write to the Fisher Body Craftsman's Guild, Dept. MCS, Warren, Michigan 48090. By return mail, you'll receive the rules, model specifications and recommended building procedures. In addition, you'll receive a subscription to the Guild's newspaper that's packed with tips on building a winner.

Each participant in the contest must supply his own materials and tools. And the car that's entered must not be a copy of an existing full-size automobile; nor can it be a dragster, rod or pick-up truck. The three categories permitted are: regular, sports car and open; they are fully explained in the Fisher rule book. Just read it and start building. Who knows, you may come out as top winner in the new contest . . . or maybe the year after, or the next. In any case, it obviously has to be worth a try. Right?



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